

Gc
974.102
H15s
1759912

M. L.

REYNOLDS HISTORICAL
GENEALOGY COLLECTION

✓

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01091 7927

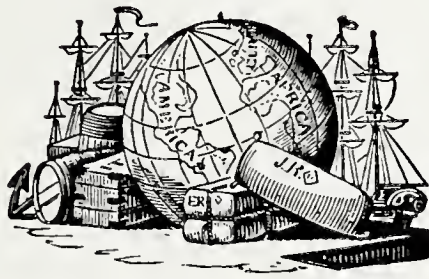


Digitized by the Internet Archive
in 2019

<https://archive.org/details/historichallowel00snel>

HISTORIC HALLOWELL

*Compiled by
Katherine H. Snell and Vincent P. Ledew*



Sponsored by the Hallowell Bicentennial Committee

**Designed and Printed by
THE KENNEBEC JOURNAL PRINT SHOP**

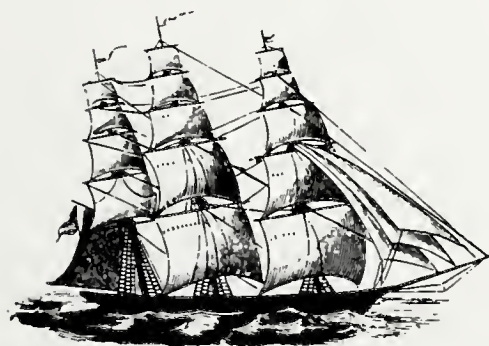
1962



1759912

Fallowell

PROUD OF ITS HERITAGE
DEDICATES THIS BOOK TO
ITS CITIZENS OF THE PAST,
PRESENT AND FUTURE – IN
COMMEMORATING ITS BI-
CENTENNIAL IN NINETEEN
HUNDRED AND SIXTY-TWO.



7.50-10.977-8-13-73 Title

Acknowledgments

In compiling a book of this type, assistance is required from many people, and in its final form it becomes the product of cooperative effort. Therefore, in the space allowed, it is difficult to give adequate thanks to all who have made definite contributions. We are particularly indebted to those who have written feature articles, which have involved long hours of preparation and research. The attractive jacket cover for the book was designed and created by Mrs. Stanley J. Staciva of Hallowell. Many of the beautiful photographs used in this publication were taken by Col. Harry R. Pierce of Hallowell. Through his cooperation and fine photocopying ability we were able to use a considerable number of pictures which otherwise would have been unavailable for the book. We have been most fortunate in the wonderful response we have received from those who have offered the use of priceless pictures, old portraits, valuable family letters and scrapbooks. Countless hours have been spent in reminiscing and talking with some of the senior citizens of Hallowell and neighboring towns. We are extremely grateful for their help.

The element of time has been an important factor in the preparation of this book. In two short months, we have made an attempt to combine in a single volume a collection of interesting facts and pictures pertaining to the settlement of Hallowell, its early history and growth. The compiling of the material would have been impossible without constant access to the resources of Hubbard Free Library in Hallowell, the office of the Hallowell City Clerk and Treasurer, the State House Library at Augusta, and the Register of Deeds office at the Kennebec County Courthouse. The members of their respective staffs have been most helpful.

In addition to those who are receiving special thanks on the following page, we fully realize that there have been many, many others who have given invaluable assistance along the way. Although it is impossible to mention each person individually, we do want to convey our sincere appreciation to ALL of those people without whose help and interest, this book could not have become a reality.

We would like to give credit and thanks to the following for their assistance in the various categories:

Feature Articles

MARGUERITE M. BEARCE	<i>Homes</i>
JOSEPH H. COBB	<i>The Railroad</i>
CHRISTINE H. CRANDALL	<i>The Granite Industry</i>
HILDRETH G. HAWES	<i>Early History</i>
REV. MALCOLM A. MACDUFFIE, JR.	<i>Churches</i>
GRACE B. MAXWELL	<i>Newspapers and Library</i>
ARTHUR R. MOORE	<i>Ships and Shipping</i>
SALLY W. RAND	<i>Early Industries</i>
FRANK E. SOUTHARD, JR.	<i>Early Military History</i>
MARION B. STUBBS	<i>Famous Men of Early Hallowell</i>

Donation of Pictures

MRS. HOWARD L. BOWEN
MRS. NORRIS BOWIE
PERCY H. BRADBURY
MR. AND MRS. J. IRVING BRALEY
L. E. BROWN
JOHN G. BURNS
LEO CAREY
MR. AND MRS. RICHARD P. CHOATE
THE MISSES ETHEL, HELEN AND
JENNIE COCHRANE
CHRISTINE H. CRANDALL
MRS. HARLAND EVERSON
MRS. MICHELE H. FALCONI
MRS. LYNN H. FITZSIMMONDS
CHARLES E. FULLER
FRED H. FULLER
RICHARD A. GODBOUT
MRS. ARCHER L. GROVER
HALLOWELL FIRE DEPARTMENT
MISS EDITH L. HARY
MRS. ERNEST HASSEN
HILDRETH G. HAWES
MAURICE L. HAYES
C. WARREN HEALD
MELVIN HEALD
MRS. RUTH HOOPER
HUBBARD FREE LIBRARY
MRS. DORIS LEACH
MRS. PERCY LEIGHTON

LEON E. LONGFELLOW
MRS. MARY MALLOY
MISS DOROTHEA M. MARSTON
MR. AND MRS. AMERICO J. MASCIADRI
A. S. MASCIADRI
GRACE B. MAXWELL
DR. HOWARD H. MILLIKEN
ARTHUR R. MOORE
MRS. ARTHUR R. MOORE, SR.
WALTER F. MOORE
MRS. FLOYD MOSHER
MISS CLIMENE NERI
MRS. CHARLES NILES
MERTON R. NILES
MRS. J. V. PAKULSKI
ABBIE PAYSON
MRS. CLARENCE PAYSON
ROLAND PETERSON
MRS. RALPH E. PRAY
MRS. CARL RICHARDS
WALTER M. SANBORN
MISS KATHRYN SMALL
MRS. JOHN E. SMITH
MRS. WALTER SMITH
SOCONY MOBIL OIL COMPANY
CHESTER STEVENS
HAROLD R. STEVENS
CARL D. TRUE
WILLIAM L. VAUGHAN

Special Help

MISS HELEN CHADBOURNE
WILLIAM C. COLE
MISS ANNIE E. DAY
FATHER SAMUEL A. DOUGAN
MICHELE H. FALCONI
FRED H. FULLER
MRS. ROBERT D. FULLER
MARK HENNESSEY
FITZ HERBERT L. HUNT

MRS. DORIS LEACH
LEON E. LONGFELLOW
MAINE HISTORICAL SOCIETY
MISS CLIMENE NERI
MRS. JOHN ROBINSON
MRS. RALPH D. SMITH
CARROLL E. STEVENS
LEON H. TEBBETTS
MARVELLE C. WEBBER, JR.

CONTENTS

Hallowell City Hall	10
Municipal Officers	11
History	13
Newspapers	24
Famous Men of Early Hallowell	27
Shipbuilding in Early Days	34
Logging Days	36
Hallowell Homes	37
Street Scenes	54
Schools — Past and Present	56
Hubbard Free Library	61
Fire Department History	62
The Town House	64
Granite	65
Old Loudon Hill	72
Activities Along the Bombahook	75
Other Industries of the 19th Century	78
Hallowell and the Railroad	85
Churches	87
Maritime History	91
Hallowell Bridge	100
The Electric Car Line	102
Floods	104
Military History	106



JOHN H. REED
GOVERNOR

STATE OF MAINE
OFFICE OF THE GOVERNOR
AUGUSTA



June 1, 1962

To the City of Hallowell

Greetings:

I take great pleasure in extending the official greetings of the State of Maine as well as my own personal congratulations to the City of Hallowell on the occasion of its 200th birthday.

Hallowell has played a most significant role in the development of the Kennebec Valley area since its first inhabitants began the settlement known as the Hook.

Incorporated as the Town of Hallowell in 1771 and divided into Hallowell and Augusta in 1797, this town has a glorious history in the fields of shipping and granite.

Hallowell has undergone many changes over the years and stands today as one of Maine's finest and most progressive communities.

I wish the City of Hallowell and all its citizens every success in the future. May your bi-centennial celebration be a most memorable event.

Sincerely,

A handwritten signature of John H. Reed in cursive script.
John H. Reed
Governor

JHR:msp



THE HOOK

PANORAMA OF OLD HALLOWELL ON THE KENNEBEC

At the far left of the picture, approximately at the foot of what is now Elm Street, can be seen two large brick buildings; in the front of these buildings in the very early 1800's were the adjoining wharves of Abner Lowell and Captain Shubael West.

Mr. Lowell did not "follow the sea" himself, but was a prominent ship builder, generally being sole owner. His vessels were mostly engaged in the West India trade. Bermuda was a favorite port with him, and the brig, *Rapid*, a crack vessel for the times, and the brig *Enterprise* were almost wholly engaged in that trade. The *Rapid* was commanded by Capt. Ferdinand Richards. The schooner *Mary & Nancy*, with Capt. Stephen Prescott in command, was also engaged in that trade. They were loaded at Lowell's Wharf and sailed directly to Bermuda. This wharf was later owned by Mr. Charles Wilson.

Captain Shubael West, his son, Captain William West, and Captain Larson Butler lived in the immediate vicinity; they were called packet masters and ran between Hallowell and Boston at the same time. Captain William West commanded the sloop *Primrose*; Captain Shubael, the sloop *Delia*; and Captain Butler, the sloop *Ariadne*. All these vessels made their stopping place at West's wharf and were about 60 or 80 tons each. The *Primrose* was built in 1811 at this wharf and the *Ariadne* close by, and the *Delia* and *Washington* a few rods below. West's wharf later became known as just the Lowell Wharf. Later on, it was purchased by the Hallowell Granite Company, and then in more recent years it took the name Sandy's Wharf due to the sandy beach to the south.

In the picture at the foot of Temple Street can be seen one large wharf, but there were originally four, namely: Clark's, Sewall's, Livermore's, and Page's. The south section of this wharf was later to have an icehouse erected on it, and a little to the north was the

famous Hallowell Granite Circular Shed. It was from this wharf that all the granite to go from Hallowell by boat was shipped.

The north section later became known as Leigh and Wingate's, then later as Wingate's grain, fuel and coal wharf.

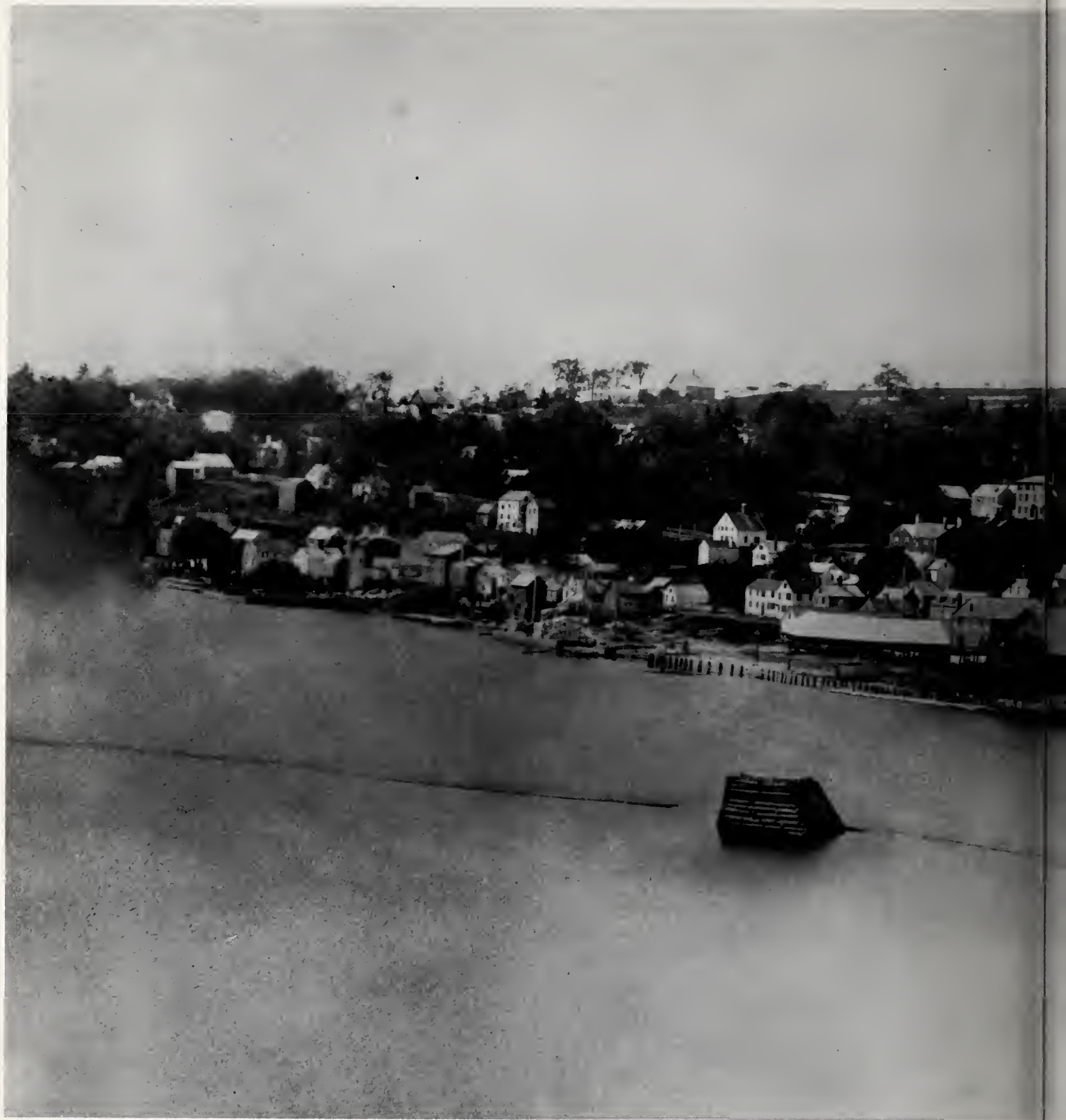
Next, at the foot of Central Street is Kennebec Wharf, built about 1815. It was first built the length of the five stores just north of Central Street, which was known as Kennebec Row, but only about 30 or 40 feet out into the river. Then an extension was put on the north side 80 feet out and 40 feet wide, leaving a jog on the south side nearly half the length of the original wharf so that large schooners could lay on the south side next to the shore, then small craft could lay at the original wharf, north and south. In about 1820 the brig *Dolphin*, owned by T. B. Coolidge and commanded by Captain James Keen, lay most of the summer on the north side of the wharf. In about 1824 this jog on the south side was filled up, and the wharf later was known as Titcomb's. The wharf on the south side of Central Street was known as Bachelder's.

Next, at the foot of Winthrop Street on the north side, where we see pictured the steamship *Clarion*, is the area known as the City Wharf or the Steamboat Wharf. This was the place where all the Boston steam packets, stern and side-wheelers stopped which succeeded the Butler and West sail packets. It was a busy freight and passenger terminal and it was also the site of the I. Varney Carriage Shop.

Just a little above was S. Currier & Sons coal shed. As many may recall, this later became Hamilton's coal shed and wharf.

This picture was taken in approximately 1873.

—V. P. Ledew







Bought of S. WANNOFSKY,
Hallowell Domestic Bakery.

BREAD, CAKE AND PASTRY.

Hallowell, Me., July 2, 1893

To W. R. Stackpole, Dr.
BLACKSMITH & WHEELWRIGHT,
Repairing Promptly Attended to.
WINTHROP STREET.

To W. P. WATSON, Dr.,

EDITOR AND PROPRIETOR OF

The Hallowell News.

© COMPLETE JOB OFFICE. PROMPT AND CAREFUL WORK. ©



To Horace Trundy, Dr.
BRICK MASON AND PLASTERER.

Estimates on Building Work Promptly Furnished.
Masons' Materials of All Kinds.

SHOP ON UNION STREET, Next Niles' Stable.

KALSOMINING and WHITENING.

Hallowell, Me., May 15, 1889.

Mr. Carrier

To NILES BROS., Dr.

PAINTERS.

House, Sign and Carriage Painting, Graining & Glazing.

Plain and Fancy Paper-Hanging a Specialty

N. L. NILES.

F. A. NILES.



PAY UP

Any persons having demands against the subscriber will please call and get their money. Those indebted to the subscriber are requested to call and settle, or they will find the "items" in the hands of William B. Glazier, Esq., who has no bowels of compassion.

Hallowell Gazette
October 5, 1853

WILLOW ROCKERS,
WINDOW SHADES,
BOOK CASES,
DESKS.

Hallowell, Me., Oct 13, 1892
Mr. A. V. Carrier

In Account with F. B. WOOD,

FURNITURE DEALER,

CHAMBER AND PARLOR FURNITURE, SIDEBOARDS AND HALL STANDS.

UNDERTAKING A SPECIALTY.

JAMES E. LUNT.

CHAS. E. BRANN.

Lunt & Brann,

Second Street Laundry

Hallowell, Maine, Jan 2, 1893

Mr. A. V. Carrier



Mr. A. V. Carrier
Hallowell, Me., Jan 31, 1893
To W. R. STACKPOLE, Dr.
BLACKSMITH AND WHEELWRIGHT.
REPAIRING PROMPTLY ATTENDED TO. WINTHROP STREET.

Hallowell Granite Works.
Carvers of the
Hallowell Granite Monuments.
Hallowell, Maine, June 1, 1890





City of Hallowell, Maine

OFFICE OF THE MAYOR

City Hall
Hallowell
Maine

To the Citizens of Hallowell:

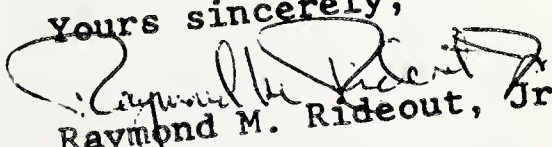
It is with pride that I, as your Mayor, extend to the people of Hallowell, her friends and visitors, the official greetings of the City in this Bicentennial Year.

From the settlement in 1762 to the present in 1962, Hallowell has experienced the complete ebb and flow of the tides of the birth and growth of our United States; developing, through these years, a rich heritage from America's history.

With the advent of the third century in the life of our community, I believe that Hallowell is ushering in an era of progress which will lead to the fulfillment of the destiny of our beloved City.

We of Hallowell have much in which to take pride in our past, and we have much to look forward to in our future.

Yours sincerely,


Raymond M. Rideout, Jr.
Mayor



Hallowell City Hall

James Clark, substantial citizen and son of Pease Clark, lived on Middle Street in a house still standing but remodelled. (62 Middle St., now owned by Richard Laffin.) Of the sons and daughters that he raised, one child, Eliza, born February 27, 1804, contributed much to the City.

In 1827 she married William Lowell who, with his father, was engaged in trade and navigation here. Their only child, Albert, was born in 1828 just two years before his father died at sea. This boy passed away at the age of 35 leaving what property he possessed to his mother, Eliza Clark Lowell. For years she lived frugally, earning money by her needle and investing what she saved. Never remarrying, Mrs. Lowell lived alone in the house at 61 Middle Street which she built for herself. (Now owned by Mr. and Mrs. Gilbert Maxwell.) Her investments proved profitable and no one realized she had accumulated so much wealth.

It was this woman who placed \$20,000 in the hands of three trustees, James H. Leigh, Ben Tenney and G. A. Safford to build a new city hall. A lot was purchased at the corner of Winthrop and Second streets. Work was begun July 1898 and the exterior completed by December. A paper of the time describes the exterior as "oriental in design with colonial features." Buff brick was used with trimmings of granite. Six more months were spent on the interior. A mention is made of the use of cypress for the interior finish with the tinted walls.

Mayor G. A. Safford in accepting the gift for the City remarked that Mrs. Clark's most repeated admonition was, "Build it good and strong, that it may stand for the years to come." Unfortunately, she did not live to witness its completion, for on the 11th of January 1899 she died at the age of nearly 95 years.

—Katherine H. Snell

Municipal Officials, 1962

**CITY CLERK,
TREASURER,
COLLECTOR**

Alden L. Niles

DEPUTY CLERK

Margaret T. Mosher

**JUDGE,
MUNICIPAL COURT**

Leroy T. Snowdon

CITY MARSHAL

Wallace L. Humphrey

NIGHT OFFICER

Verne A. Rowe, Sr.

STREET FOREMAN

Roscoe C. Bradbury

HEALTH OFFICER

Veronica M. Masciadri

**SUPERINTENDENT OF
BURIALS**

Harry G. Ames

SCHOOL DIRECTORS:

Ralph L. Bean
Norman P. Ledew
Bernice D. Snowdon

ASSESSORS:

Gilbert W. Maxwell
Howard L. Bowen
Dorothy T. Stevens

FIRE DEPARTMENT:

Alfredo S. Masciadri,
Chief
Roland M. Prime,
1st Asst. Chief
Philip H. Parent,
2nd Asst. Chief

**TRUSTEES OF THE
CEMETERY:**

Americo J. Masciadri
Joseph D. Collins
Richard P. Choate

**OVERSEERS OF THE
POOR:**

L. Paul Jones
Louise F. Marquis

**TRUSTEES OF THE
WATER DISTRICT:**

Benjamin H. Blake
H. Kenneth Small
Edward J. Surowiec



City Manager, **ROBERT P. McLAUGHLIN**

City of Hallowell
MUNICIPAL OFFICERS

1962

COUNCILMEN:



At Large
RICHARD G. BACHELDER



Mayor
RAYMOND M. RIDEOUT, Jr.

1962

COUNCILMEN:



At Large
ROBERT A. TISDALE, Sr.



Ward One
DAVID V. BRYANT



Ward Two
JOSEPH L. GAGNE



Ward Three
KILBORN B. COE, Jr.



Ward Four
ROBERT A. MORIARTY



Ward Five
RICHARD A. NORTON

FIRST EDITION
LIMITED TO 1,000 COPIES

JULY 1, 1962

SECOND PRINTING

JULY 25, 1962

HISTORY

IN the fall of 1607 twenty men of the newly established Popham colony explored the Kennebec river, working upstream until their shallop went aground in the rips between the present towns of Vassalboro and Sidney.

It was the first recorded trip to be made inland for any distance by Englishmen, in what is now Maine.

The Popham party passed three nights at two different camping grounds in the vicinity of what was to become Hallowell and met small groups of Indians on the river. Once they were led by a friendly chief to an Indian village close by, where they were greeted by "neere fifty able men very strong and tall x x x all newly painted and armed." There was an attempt at trade, with beads, knives and copper offered for furs and skins but in the end Captain Raleigh Gilbert gave up the transaction, deciding it was not particularly advantageous.

Eighteen years passed before Englishmen again ventured up the Kennebec to trade. Then a shallop under the command of Edward Winslow of the Plymouth colony carried corn from the Pilgrims' first bountiful harvest. Winslow exchanged the corn for a fine cargo of beaver pelts, the news of which was the first encouragement the colony's commercial backers in England had had.

The Pilgrims planted more corn and traded for larger cargoes of fur. Their success resulted in the grant to Plymouth colony of exclusive trading rights on the Kennebec, the ownership of land on both sides of the river, and the right to install civil government.

Eight lessees including Thomas Prince, Myles Standish, John Alden and William Bradford carried on the traffic with the Indians for the Pilgrims, erecting a permanent trading post, presumably on the site of the present Fort Western, in 1628. With various incidents, including the widely known Hocking dispute over trading rights in which two men were shot and John Alden briefly jailed, the trading post was maintained until the 1650's with benefit to the lessees and the Plymouth colony. The first decade was the most prosperous, however, and most of the original eight lessees had retired by 1637. A brief new lease returned enough profit to the colony to permit the building of a prison but after that the fur trade became relatively unprofitable, largely because of the situation of the Abenakis, who lived along the Kennebec river. Their hunting-grounds were being raided by war parties of Mohawks.

A Jesuit father had established a mission about three miles above the trading post, and although he joined the Abenakis in a request that the English help them defend the grounds and themselves, no action was taken. The Plymouth Company, then functioning as the Great Council of New England, may have feared a general war, involving other colonies and tribes. The trade diminished.

In 1646 Edward Winslow returned to England, representing the Plymouth colony there at the time of the civil war. In 1652, Oliver Cromwell confirmed and enlarged the Plymouth patent, with the result that the colony was able to secure lands along the lower Kennebec and on Merrymeeting Bay, including a trading post at Pejepscot.

These events led to the appointment of Thomas Prince as a commissioner to establish "some orderly government amongst the inhabitants of the River Kennebecke." Thomas Southworth became the first magistrate at Cushnoc — the name which had gradually come into use for the area which was to become Hallowell. The establishment of civil government neither stilled the Indian troubles nor made trade profitable again for the Plymouth men.

In 1661, the Colony sold its patent on the Kennebec, at its least extent an area reaching approximately fifteen miles on each side of the river from the point where the Cobbosseecontee river enters, north about eighteen miles to Negumkeag rapids. The purchasers for £400, were John Winslow, Antipas Boyes, Edward Tyng and Thomas Brattle.

The purchasers did little with their patent. The Indian wars came. There were peaceful intervals, and traders from Sagadahoc are said to have visited Cushnoc in such times, but the trading post and its stockade rotted. The lands of the Kennebec patent were abandoned for nearly a century. Even the patent was unrecorded for many years. Fortunately for those who came after, it was recorded in the county of York in 1719.

At the time of the Kennebec purchase, there were few settlements east of the Piscataqua river. Kittery, according to John Jocelyn, an Englishman who travelled in Maine extensively from 1663 to 1670, was "the most populous. x x x Nine miles east of Black Point lieth scatteringly the town of Casco, upon a large bay. x x x From Sagadahoc to Nova Scotia, is called the Duke of York's Province. Here are Pemaquid, Mus-

cataquid, Matinicus, Monhegan, and Cape Newagen where Captain Smith fished for whales.

"The people in the Province of Maine may be divided into magistrates, husbandmen or planters, and fishermen. Of the magistrates some be royalists, the rest perverse spirits. The like are the planters and fishers, of which some be planters and fishers both, others mere fishers. They have a custom of taking tobacco, sleeping at noon, sitting long at meals, sometimes four times in a day, and now and then drinking a dram."

In 1675, the Indian wars began. By the end of the ten-year-long Queen Anne's War in 1713, only three Maine towns, Kittery, York and Wells, had any reasonable number of inhabitants remaining. To the eastward, there were blackened homesteads and brush-grown fields. The three surviving towns may have had, in 1713, as few as 500 inhabitants.

The early eighteenth century was to demonstrate again that the Kennebec valley was a land of opportunity. In the second decade the General Court of Massachusetts appointed a Committee on Eastern Claims, to settle the disputes between proprietors who asserted rights based on various Indian deeds and those who claimed ownership of land through crown grants and patents. Massachusetts authorized the resettlement of Saco, Scarborough, Falmouth, North Yarmouth and Small Point, at the mouth of the Kennebec. Only at these places, and in the towns which had survived the wars, were colonists to settle without first securing licenses from the Governor and Council.

Forts were built at Saco, Falmouth, Pejepscot, Richmond, Small Point and St. George's. The settlers came.

In the Kennebec, a sturgeon fishery began, and, according to the historian Samuel Penhallow, "many thousand kegs were made in a season." Along with kegs for fish, the settlers made staves, planks, boards, "and timber of all sorts, which were not only transported to Boston but to foreign places."

Settlers came to Maine from New Hampshire, Massachusetts and from Europe. Included were Germans, Huguenots and the Scotch Irish, the latter coming from Ulster, where their ancestors had been exiled. In 1718 one shipload of Scots cruised the Maine coast and passed the winter in Casco Bay. They broke company in the spring, most of them going to New Hampshire where Derry is now honored for their introduction of the white potato to North America.

At this time, when interest in resettlement apparently led finally to the recording of the neglected Kennebec

Patent of 1661, there is some mystery as to what may have been going on at the present Hallowell. Penhallow, in a volume on Indian wars published in 1726, said "Brunswick, Topsham, Georgetown and Cushnoc began to be settled." The reference to Cushnoc has been considered to be a mistake but James W. North, the historian of Augusta, describes an entry within the present limits of Hallowell on the Heath survey of 1719. The symbol is a house with the caption "Mr. Walker's House," and "Plymouth Trading House." On the other side of the river and to the north, opposite what appeared to the historian to be Bond's brook, a building is drawn. There is noted, "Cussenock" and "Plymouth Company Trading House at Cussenock." The only place on the Heath plan which North believed occupied at the time of survey was Fort Richmond.

The Three Years' War with the Indians began in 1722, caused in part by the resettlement of the lower Kennebec and Androscoggin rivers by the Pejepscot proprietors, basing their land claims on deeds from Warumbee and other Indians. Fort George at Brunswick was destroyed. Small Point was abandoned and burned. Two hundred men in whaleboats from Fort Richmond journeyed up the river to destroy the Norridgewock Indian village and kill the Jesuit Father Rasle and various chiefs and break the power of the Kennebec Indians. The war over, Fort Richmond became a trading post and resettlement continued.

In Boston and other places, the descendants of John Winslow, Edward Tyng, Thomas Brattle and Antipas Boyes, the four purchasers of the Kennebec patent, began a search for the long-forgotten document, locating it in 1741.

The heirs and assigns to rights under the patent met formally in 1749 and again in 1753, to incorporate as "The Proprietors of the Kennebec Purchase from the late Colony of New Plymouth." The four shares were divided and subdivided by gift, inheritance and purchase into 37 fractional shares. Dr. Sylvester Gardiner and Benjamin Hallowell had fractional shares derived from Boyes and Brattle. These men, with others of similar stature in the proprietary, obtained strong backing from Governor William Shirley of Massachusetts.

Before the actual incorporation of the company, its work of resettlement had begun on the Kennebec. In 1750, surveyors laid out the township of Frankfort, where Dresden is today, and the company employed John North to map its patent. The next year the company built Fort Shirley adjacent to the future site of the Pownalborough court house. There were more Indian troubles.



Benjamin Hallowell

In February, 1754, a war party threatened Fort Richmond, and a story was circulated that the French were building a fort between the upper Kennebec and the Chaudière river. The General Assembly took this report seriously.

Governor Shirley dispatched Major General John Winslow to the Kennebec with 800 militia men and a mixed company of workmen to build forts at Cushnoc and at what is now Winslow. Governor Shirley and some proprietors came along for part of the expedition, which was to include a reconnaissance for the rumored French fort, and the cutting of a military road from Cushnoc to Ticonic. Fort Western and Fort Halifax were built but no enemy installation was found.

At about this time two lots of land on the western bank of the Kennebec river, comprising practically all of what is now Hallowell and part of the present towns of Manchester and Farmingdale, were granted to Dr. Sylvester Gardiner and Benjamin Hallowell. The lots were each of one mile frontage on the river and five miles deep.

The Kennebec Purchasers resorted in 1754 to a newspaper advertisement to make known the extent of their patent, which they asserted began at the sea, running along both sides of the Kennebec to a point about

18 miles above the mouth of the Cobbosseecontee river. In this they were opposed by the Pejepscot proprietors and others claiming under Indian deeds.

In June, 1756, Great Britain declared war against France and an expedition went up the Kennebec to the Chaudière. Louisbourg was taken in 1758 and the next year when Quebec fell to General Wolfe, the government of Massachusetts was extended to the Penobscot river. The Kennebec was no longer the frontier, and settlement could become more orderly.

On February 13, 1760, the Kennebec proprietors secured the incorporation of the township of Pownalborough, formerly Frankfort. In June, the county of Lincoln was created, with Pownalborough the shire town. Then came the Nathan Winslow survey of settlers' lots — on the east of the Kennebec — from the south line of present Chelsea to the north line of Vassalboro — on the west side — from the present south line of Augusta to the north line of what is now Sidney. There were three tiers of lots on each side of the river, each lot one mile deep. The first tier, next to the Kennebec, had lots of 50 rods front. In the second tier frontage was 150 rods, and in the third tier 75 rods. The proprietors reserved for themselves every third lot with river frontage and the entire second tier. The remaining lots were available on condition that each settler build a house not less than 18 feet square and of seven foot stud, clear and till five acres within three years and live upon the premises personally or by proxy for seven additional years.

The 1761 concept of the Kennebec proprietors for the settlement of what eventually became Augusta, Chelsea, Sidney and Vassalboro was strikingly different from the assignment of five-mile lots to individual proprietors, which had been adopted in the area of the present Hallowell. The Augusta historian Charles E. Nash comments that the plan for what eventually became his city was not as favorable to the settlers as to the proprietors. "The terms and conditions," he wrote, "were not only onerous but in most cases beyond the ability of the settlers to perform. x x x Some succumbed to poverty, while others, discouraged, removed to the Sandy River or elsewhere, leaving their improvements for the benefit of the company."

In 1762, a year of drought and scarcity, the first permanent settlers for what is now Hallowell, arriving in May in a government vessel bringing supplies to Fort Western, accepted and satisfactorily completed similar conditions. In the first issue of grants in that part of the Kennebec purchase above the Cobbosseecontee, made on April 28, 1762, Deacon Pease Clark of Attleborough, Massachusetts, was granted a 50-rod river



front lot, one mile in depth, in the southeast corner of the five-mile lot granted earlier to Dr. Gardiner. The southerly line of this first settler's lot ran along, approximately, what is now Temple street.

In the same issue of grants, three of the Deacon's sons were granted lots above Fort Western. Isaac and Jonas were grantees of settlers' lots on the east side of the Kennebec near the present north line of Augusta. David was granted lots on the west side, about a mile above the Fort. Asa Fisk, who married a daughter of the Deacon, was granted lots near Isaac.

Eight years earlier, a lieutenant of militia named Peter Clark had served at Fort Western during its construction. The legend is that he told his father of the Cushnoc area and the two explored it and decided to seek grants on an unrecorded trip, possibly in 1761.

Deacon Clark and his wife, together with Peter, his wife and child, came in May of 1762, the first family to settle permanently in the present Hallowell. Peter worked with his father to clear land and plant corn and rye. They built a frame house on the south side of what is now Academy street, apparently near the place of the cut made in 1851 for the railroad. Facing the river on the hillside, it was of two stories in front and one in the rear, a common construction type in colonial days in the Kennebec valley.

On November 11, 1763, the proprietor Benjamin Hallowell, holding the five-mile lot south of Dr. Gardiner's, granted to Peter Clark under the usual conditions a lot of identical size and shape to the Deacon's and adjacent to it.

Peter's brother, Uriah had received a settler's grant during October, accepting lots adjacent to those of

Isaac and Jonas. A sixth Clark son, Simeon, came to the Kennebec purchase, but moved to Belgrade. All the others were successful settlers here. David and Isaac moved to what is now Hallowell when the Deacon's estate was divided in 1782. Isaac built the first two-story house here, at the foot of Central street, and in it is said to have kept a tavern.

The Clark family's place in the settlement of the Kennebec was unique. Only 12 grants were made north of the Cobbosseecontee river in 1762. Four of them were to Clark males. That year, while the Deacon and Lieutenant Peter were building the first frame house, the only dwellings along five miles of river were reported to be seven log cabins, four of them in the vicinity of Fort Western. Two more Clark grants were made in 1763, and all six grantees succeeded as settlers, while many were failing about them. Only one Clark, Peter, came to an unhappy end in the Kennebec patent. In the 1790's his mind began to fail and he disappeared in 1796. Years later, what was believed to be his skeleton was discovered in a thicket about two miles from his home.

The 1760's were a period of slow settlement, with commerce largely limited to trade with the Indians and the fisheries. About 200 men, women and children came to the whole valley of the Kennebec north of Gardinerstown, at the mouth of the Cobbosseecontee river, where Dr. Gardiner had been granted additional lands.

Shipbuilding was begun in 1763 on the east side of the Kennebec below Gardinerstown by Reuben Colburn and Thomas Agry, for the river was the principal highway. No roads had been cut other than the military road from Fort Western to Fort Halifax, and part of that appears to have become overgrown with brush during the decade of peace. The only gristmill was at Gardinerstown. There were no schools or places of public worship. Life was far from kind and bountiful along the river.

In December, 1770, 49 settlers on the Kennebec petitioned "His Excellency Thomas Hutchinson, Esq., Captain-General, Governor and Commander-in-Chief in and over his Majesty's province of the Massachusetts Bay in New England. To the Honble his Majesty's Council and Honble House of Representatives," to incorporate their town to "greatly encourage the Settlement, Peace and good order." Among the signers were the seven Clarks and Briggs Hallowell, son of the Kennebec proprietor, Benjamin.

The town was incorporated on April 26, 1771, and named Hallowell for the proprietor, becoming a part of the ancient county of Lincoln. Its bounds included

about 90 square miles, or all of the present Hallowell, Augusta and Chelsea, and part of what is now Manchester and Farmingdale.

In May Benjamin Hallowell deeded his proprietor's lot to his son Briggs.

At a town meeting in 1771, with Deacon Clark presiding, the town voted to build a road on each side of the river, from boundary to boundary of the town.

The next year Hallowell had 99 taxable male residents. The average tax was less than three shillings, although the seven Clarks averaged a bit more, paying altogether one pound sterling, two shillings and a few pennies.

Briggs Hallowell, who is believed to have come to the Kennebec from Boston about 1768, was living near the mouth of Vaughan stream, then called Bombahook, the common name for the settlement which was gradually building up in the vicinity of the Deacon Clark house. Briggs' wife Eunice is said to have owned a tavern near the Deacon's dwelling.

In all probability both Briggs and his father were concerned in an unusual enterprise which was under discussion in this period before the American revolution changed the whole complexion of life on the Kennebec. Benjamin Hallowell had two grandsons, Charles and Benjamin Vaughan, whose plans, leadership and backing in many enterprises were to mean a great deal to the Kennebec valley and to the half-century distant State of Maine. Charles Vaughan was later to be an enthusiastic promoter, with Reuben Colburn, Dummer Sewall of Bath, and others, of a plan of grand scope.

The Coos trail became Vaughan's dream. To connect the northern regions of Vermont and New Hampshire, even Montreal and Quebec, to the Atlantic ocean by a trail from Errol, N. H., to Hallowell, was the project.

The Revolution was to delay more than one great vision by decades, for the Kennebec proprietors were royalists, and there would be hatreds raised to set settler against settler and particularly settler against proprietor.

In 1775, General Benedict Arnold led his famous expedition up the Kennebec against Quebec, using bateaux built at Pittston. A rough sketch map considered to represent Hallowell at that time shows 30 buildings, not counting Fort Western and a mill at Bond brook. Within the limits of the present city of Hallowell, there were indicated the houses of the Clarks and of Briggs Hallowell, with an unidentified dwelling



Temple Street — dividing line between Pease and Peter Clark property

between the Clarks and Hallowells, and the home of Shubael Hinkley on the flat near the north boundary. It would appear that the unknown sketcher did not indicate log cabins or one-room hovels, because 50 persons paid real estate taxes in the township at the earlier date of 1772.

Dr. Sylvester Gardiner "sided aggressively with the royal cause" and became an exile under the banishment act of 1778. The Commonwealth of Massachusetts began legal action to confiscate his property. After living for a few years in England, he returned to this country after the war to practice medicine and surgery at Newport, R. I., where he died. Most of his Kennebec real estate, saved from confiscation in part because Dr. Gardiner had not borne arms against the United States, was bequeathed to his grandson Robert Hallowell, on condition that the young man take the surname of Gardiner.

Briggs Hallowell died in 1778 in debt to Dr. Gardiner, who is said to have transferred certain rights he had acquired in the Briggs Hallowell five-mile lot to Briggs' brother-in-law, Samuel Vaughan of London.

In 1786 Briggs' widow and administratrix, Eunice, conveyed the lot to Samuel Vaughan, Jr., who a few months later deeded it, in consideration of £ 1375, to his father, then living in Philadelphia.

The Revolution brought vessels of war to the Maine coast. Shipping, the fisheries and the lumber trade were disrupted. There was a shortage of food. Then came inflation and heavy taxation; men were drafted to serve against the British. One writer, Samuel Deane, said a single draft took every fourth man. At the end of the war tax troubles brought so much unrest that

the separation of Maine from Massachusetts began to be discussed.

The rate of settlement of the District of Maine doubled after the Revolution. Massachusetts land policy was straightforward. When returning soldiers found their families nearly destitute, as was likely, they sought cheap land in Maine. Prices, according to the historian Clarence A. Day, "ranged from nothing to \$1.50 an acre." One hundred or 160 acres were usual grants to private soldiers. Larger allotments went to officers and to groups of men. Maine's incorporated towns, 34 at the start of the war, numbered 72 by 1790. Moses Greenleaf estimated that the District of Maine gained 14,450 in population by immigration in the 12 years ending in 1784, and in the next six years, 29,519. As to Hallowell, its population was 692 in 1784, 1,194 in 1790.

Prosperity came to the Kennebec a few years after President Washington took office in 1789, with both domestic and foreign actions contributing to 15 bountiful years. The tax burden was removed by stabilization of the currency and Federal assumption of war debts. Wars in Europe thrust world shipping into the hands of neutrals, and the United States was ready with builders, vessels, captains and crews. Before 1795, American tonnage in foreign trade exceeded that of all nations except England. In another 10 years most of the international carrying trade was American and one-half of American tonnage was owned in New England. Between 1790 and 1800, shipbuilding on the Kennebec river increased six-fold and in the first few years of the 19th century Hallowell launched 38 vessels. The builders in 1801 included John and Thomas Agry, sons of the Pittston builder.

Kennebec valley owners, builders, lumbermen and farmers prospered. Hallowell raised beef, pork, potatoes, beans and even hay for the lumber camps. Hallowell was a market place for the exchange of farm products and English and West Indian goods. Sheep, cattle, and less bulky farm products were shipped coastwise or to farther ports. Cattle were also driven overland, and one writer asserts that a few were driven up the Kennebec, then overland to the Chaudière river and to Quebec. Later the Massachusetts General Court was to designate for settlement two townships in Somerset county "on the great thorough-fare road from Kennebec to Quebec."

In 1791 the parents of 32-year old Charles Vaughan gave him the five-mile proprietor's lot formerly owned by his uncle, Briggs Hallowell. On the river frontage of the lot, Charles had built or was building "a prodigious brewery, a distillery and a flour mill" and the idea of the Coos trail from New Hampshire to Hallo-

well was leading him to make an even greater investment.

The town of Hallowell was developing into two prosperous settlements, Fort Western, commonly "the Fort," and "the Hook," or Bombahook, which was becoming the principal market town and shipping port on the upper Kennebec — so why not link the latter, and its Coos trail route, to a large downriver port? John Jones, a Hallowell surveyor, laid out a city for Vaughan at what is now called Jones Eddy, below Bath on the Kennebec. Vaughan constructed docks and storehouses but, says the historian Rowe, "he had been too optimistic in his building operations and with his financial failure, dreams of a riverborne commerce faded away." At Hallowell, trade continued to thrive.

Movement of traffic to the port at the Hook was improved by construction of the Sandy River road, known as the Rockwood road at the Hallowell end, which went to Readfield and Chesterville along part of the route of the Coos trail. In the wintertime travel on that road to Hallowell, and on the New Hampshire-Portland road, was said to be better than on the route to Boston. Massachusetts roads were not as well planned for winter traffic.

The Hook and the Fort were rival settlements, each with a meeting house, a post office, a ferry, a weekly mail delivery and a newspaper. The Hook had instituted an academy, the first school of the classics between Exeter, N. H., "and the eastern boundary of the United States." The Fort had a jail, and a proposal to build a bridge across the Kennebec. With separation of Maine from Massachusetts a frequent topic of discussion, it was perhaps not surprising that Hallowell folk mentioned the benefits which might be derived by separating the Hook and the Fort. The bridge project was upsetting to the people of the Hook, even more than the Fort claim that it was the head of tide and navigation. The Hook's answer to the latter had always been to point to bars and shallows a short distance below the Fort, and indicate that the lower village was the head of navigation for vessels of any size piloted by reasonable men.

At a legislative hearing in 1796, the proposal of residents of the Fort to build a bridge at the upper settlement was unsuccessfully opposed by the people of the Hook. Charles Vaughan acted for the lower settlement in an attempt to get a bridge at a crossing of its own selection. An act specifying location at Fort Western was passed.

The controversy over the bridge resulted in some ill feeling between residents of the two settlements but at a special town meeting following action on the bridge,

Hook citizens defeated a separation proposal put forward by residents of the Fort. Daniel Cony, who had led the Fort's successful bridge campaign, then went to Boston to seek separation by legislative act.

On February 20, 1797, the legislature divided Hallowell, incorporating the upper parishes under the name of Harrington. The new name was shortly changed to Augusta, legend has it, because people of the Hook delighted in using the corruption of "Herrington," in honor, they said, of Dr. Cony and others who had had some connection with the fisheries.

Nearly two-thirds of the territory of ancient Hallowell, but only one-half of its population and valuation, was lost by separation of the Fort settlement. Both towns were to be prosperous for 10 years, until the Embargoes preceding the War of 1812. From the division to about 1807, according to North, Hallowell secured most of the trade of the agricultural towns to the west, and extended its trade to the seaboard towns east of the river. This commerce was to enable Hallowell to withstand, better than most seaports, the troubles that were ahead. On Augusta, North said, the war was to fall "with crushing weight."

It was natural that Hallowell should gain a rich trade with the agricultural towns, for the Hook had been the agricultural capital of the region for some years. Charles Vaughan had been active in the formation of the Kennebec Agricultural Society, which antedated by five years the famous Massachusetts Society for Promoting Agriculture. When the Kennebec group was formed in 1787, there were only two such societies in the United States, both established in 1785. The Maine group is said to have imported Siberian wheat to the United States, and Charles Vaughan personally made the first recorded attempt after the Revolution to improve Maine cattle by importing two Longhorn draft-type bulls and two dairy cows from England. Charles and his brother, Dr. Benjamin Vaughan, established one of Maine's first commercial nurseries on a ridge to the west of the present Vaughan farm. In the 1790's they imported, tested and propagated fruit trees; later they built one of the first insulated apple storages, disproved a belief that apples could not be grown successfully this far north, shipped apples and cider profitably—the latter commanding high prices as far away as New Orleans—and induced farmers to try cherry trees, which produced an export crop for several years. Dr. Vaughan was a prolific and respected writer on agricultural subjects and in his desire to improve the central Maine economy he disregarded personal profit. Scions and young grafted fruit trees were being sold and given away "all up and down the Kennebec valley" at about the time Kennebec county was created in 1799.

In the first years of the 19th century Hallowell prospered in both export and domestic trade. Fine two-story homes built in that time stand now on Second and Middle streets and elsewhere including Loudon Hill, in respected testimony to the good fortune which preceded the vastly different years of the Embargo and the War of 1812.

When Maine shipmasters were denied the use of the seas by national edict, designed to prevent war, a few engaged in illicit trade, but most saw their idle vessels begin to rot at anchor. New England, which possessed one-third of the wealth of the country, seemed helpless when forbidden ocean commerce, but traders became industrialists and throughout the District, small industries of many sorts began to appear.

For example, between 1806 and 1814, 50 companies were begun for the manufacture of textiles in Maine.

In Hallowell, second only to Portland as a market town, there were business failures related to the slump in farm prices, the curtailment of lumbering and the cutting off of imports, but farmers in the surrounding country survived because their agriculture was self-sufficient and because they could do without fancy European goods and West Indian sugar and rum. Some of the latter came back to Maine, however, in return for smuggled potatoes.

While eastern Maine was occupied from Belfast on the Penobscot river to Lubec by the British, and the enemy's control of coastwise water traffic was effective, it is probable that Hallowell teamsters were employed in the "horse and ox marine" that grew up to transport goods from the banks of the Penobscot as far south as Georgia. There was some traffic in the other direction. One large herd of cattle, supposedly being driven to Belfast, was halted by authorities near Hallowell.

While New England industry was growing, some Hallowell men became involved in the "Merino fever," which ultimately developed into a wild speculation on the merits of Europe's leading breed of fine-wooled sheep. Joseph Wingate had samples of the foreign wool in 1810, when the first Merinos were brought to Maine. By 1814 Charles and his nephew, William Oliver Vaughan, were advertising the new breed. Merino wool brought two or three times the price of ordinary wool at the new mills. The price of breeding animals went up and up. Then came peace with England, and a flood of English textiles. The new woolen mills began to close their doors. Costly fine-wooled sheep could not be sold and, although the local mills were in a few years to make good woolens again, many Merinos were slaughtered for meat.

Charles Vaughan did not give up sheep breeding with the unfortunate end of the Merino episode. In 1823 he

bought Leicester sheep, a heavy mutton type, to cross with his Merinos. Later he imported Southdown sheep from England and bred a combination mutton and wool producing sheep which has been a goal of breeders in the 20th century. Vaughan died before he could complete his project but Southdowns, Leicester and various crosses became well distributed throughout the state.

While many Maine farmers were still gripped by the "Merino fever," the "Ohio fever" made an appearance. Western lands were now available to settlers. Some Kennebec men began to say that central Maine had become over-crowded, and then came the year of "1800-and-Froze-to-Death." The winter of 1815-16 was reasonable enough, early spring was as usual, but May came on cold and wet. In early June snow fell and growing crops were frozen. In Hallowell, Joshua Whitman wrote "some snow for three hours. x x x I presume the oldest person now living knows of no such weather the eighth of June." On July 5 the ponds were covered with ice as thick as window glass. Corn was again killed by frost on July 9. At Hallowell flour sold for \$16 a barrel. In Maine as a whole it is said that many farmers had little to eat, no seed corn left, and were unable to pay their taxes, but from Hallowell in 1817 were shipped 160 tons of butter, and 1,000 cattle

were shipped or driven to Massachusetts. A shivering writer at the Hallowell *American Advocate* pointed to hundreds of families in distress because of continuing cold weather "and ready to sell their property for half what it cost, and migrate south."

Many Hallowell people were more concerned with politics and the need Maine had to separate from Massachusetts. It had been under discussion for 35 years.

For political reasons, the wish to be independent, and economic rivalry, particularly in shipbuilding, the ocean trade and the fisheries, the District of Maine on March 16, 1820, became the State of Maine. The new State had nearly 300,000 people and \$21 million in taxable property, no incorporated city and only four towns of more than 3,000 population. Hallowell was one of 11 towns in the 2,500 to 3,000 bracket. It had 2,919 people — a 40 percent increase in population since 1810 despite cold weather and emigration.

Hallowell was a busy port and market place at the time Maine became a state. Its business street had 71 stores, including three large bookstores, for the town was a publishing center. Its two printing establishments issued weekly newspapers and many books. The



Coos trail ended at Hallowell. Up and down the Kennebec valley, and to both the west and east, were thriving agricultural towns ready to ship a long list of products, from cattle to potatoes and lumber. For example, in 1820 Winthrop orchardists shipped apples to Boston, New York, New Orleans and Halifax. To the east, Union had 100 orchards.

The number of beef cattle in the Kennebec valley had increased substantially. William Whipple said in his *Survey of Maine* that exports to British colonies were important and that "the number of cattle raised near the Kennebec may equal that of any other part of the United States of the same extent." Early importers of beef cattle of the Hereford breed included the Vaughan farm and John Wingate Haines of Hallowell.

Expanding commerce had placed Kennebec river shipbuilding on a sound basis. As early as 1817, vessels were being built as far up the river as Vassalboro and Waterville, and in 1825 and 1826, 101 vessels were launched on the Kennebec. Earlier vessels listed as built in Hallowell include the *Summer*, 82 tons, 1799, by T. Fillebronn; the *Industry*, 91 tons, 1801, by Sol Taylor; the *Charles Henry*, 118 tons, 1810, by George Skofield; the *Belle Savage*, 138 tons, 1815, by Isaac Smith; the *Gen. Ripley*, 135 tons, 1815, by Joseph Speech; the *Rapid*, 137 tons, 1816, by Nemiah Hilton; the *Kennebec Trader*, 102 tons, 1816, by N. Hilton; the *Telegraph*, 87 tons, 1818, by H. Follansbee. According to the maritime historian Rowe, the *Florence* of Hallowell, 449 tons, "was considered a monster in 1831."

Hallowell men were busy at other trades. Before 1822, Joseph Pope invented the first practical threshing machine, although it was shortlived because of improvements made by other Maine inventors. Alton Pope opened the first oil cloth factory in the valley at Hallowell Crossroads, now Manchester, in 1831. Ten years later Jacob Pope made Maine's first spring steel hay forks at the same village, a small local industry which lasted for two generations but could not be compared with the Hallowell Cotton Manufacturing Company mill, opened at the Hook in 1844 and enlarged in 1866, to employ 200 people.

About 1826 the great Kennebec river ice industry began, giving employment to thousands of men for three-quarters of a century. Most of the icehouses were between the present Farmingdale and Bowdoinham, although two or more were built on the point at the mouth of Vaughan stream. Among those first to see the possibility that Kennebec ice might be shipped to warmer climates, were William and Frederic Tudor of Boston, whose sister Emma Jane Tudor married Robert Hallowell Gardiner, nephew of Briggs Hallowell.

Maine ships carried ice from the river bend where Briggs had lived to the southern states, the West Indies and to Europe, returning with cargoes of many sorts. In 1867 one firm which was engaged in the ice business on the Kennebec reported its shipping tonnage for ice to be double the tonnage used on the river for lumber and all other shipments. The company's assertion reflected both prosperity in the ice industry and loss of other shipping, for the middle decades of the 19th century brought a transportation revolution to Hallowell and neighboring towns.

In 1840 the steamer *John W. Richmond* began twice weekly service between Hallowell and Boston. This was a new age, to be honored with a signal station on Chelsea Heights, where a ball could be hoisted when the Boston steamer was sighted below the bend in the river which obscured the view from Hallowell's waterfront. By 1845 steamers from Kennebec points to Boston were said to be carrying more than 3,000 people a week. The sail packets were forced into the romantic past, and talk of steam on rails was already in the halls of the legislature, a not yet fully realized threat to Hallowell's prosperous commerce.

In 1836 Maine legislators had granted a charter to the Kennebec and Portland Railroad to build a line from Portland to Augusta. The original plan, with Robert Hallowell Gardiner as one of the promoters, had been to construct a railway from Portland to Gardiner, and then establish either a canal or railway to Winthrop. The merchants of Augusta had opposed this plan, insisting on a terminus at Augusta, and when the charter was given, active control of the company was taken over by Ruel Williams of Augusta.

In 1844 John A. Poor of Andover, a key figure in the state's railroad history, who believed in Maine as a shipping corridor for Canada and the Great Lakes, proposed a railway from Portland to Montreal. He also suggested another line from a suitable junction on the first to Lewiston and Gardiner, then up the Kennebec to Waterville, Bangor, St. John and Halifax.

The resulting conflict among railroad interests and communities lasted for 25 years. Portland wanted a main line through the state to connect with Canada's Grand Trunk Railroad. Waterville and Augusta each wanted a terminus and Augusta wanted a Boston connection.

The Androscoggin and Kennebec railway ignored Augusta and built the present "back road," from Danville Junction to Lewiston, Winthrop and Waterville, which it reached in 1849.

The Kennebec and Portland Railroad, built northward to reach Brunswick in the same year, reached



Water Street in the 1890's — Ladies at right: Alice Judkins and Lizzie Walker

Hallowell and Augusta late in 1851. The railway construction cost Hallowell one street and several early houses, and when the Portland-Montreal railway was completed in 1853 and leased to the Grand Trunk for 999 years, Hallowell began to lose both export and market-town traffic. Branch lines were constructed and, as the historian Day says, "Instead of the long, haul x x x forty miles from Farmington or Skowhegan to Hallowell x x x they now had a market outlet at their doors." In all of southern and central Maine, the products of agriculture could now move conveniently by rail to Boston.

The new railways seem to have encouraged a movement of people from small New England farms to growing cities in other states but Hallowell was less affected by that trend than by loss of land through the creation of new towns.

In 1850 all of Hallowell east of the Kennebec river was set off and incorporated as the town of Chelsea, and in the same year the southern part of Hallowell was used in creating the new town of Farmingdale. Two years later a western section of Hallowell became

a part of the town of Kennebec, which was renamed Manchester in 1854.

Hallowell's participation in the golden age of ship-building ended in 1856, with the launching of the ship *Sarah Judkins*, built by Rufus K. Page and Henry Reed. During the first half of the 1850's, Hallowell yards had built 22 vessels, 12 of them square-rigged. At least one was a clipper, in terms of performance: the *Dashaway*, by J. Rideout.

Hallowell farms lost some young people to far cities during the 1850's, but they did not leave because their home community lacked vision. About three months after the first steam locomotive passed through Hallowell, a city charter was adopted. A few years later a bridge charter was obtained, and construction across the Kennebec to Chelsea was completed in 1860. One immediate result of the bridge action was that Augusta made its bridge free of toll, a situation which endured longer than the Hallowell-Chelsea structure, lost during floods in 1869 and 1870.

In the 1860's the Civil War was of course the greatest influence bearing on Hallowell. Its young men went

into military service, instead of seeking jobs in larger cities, or adventuring on a western frontier.

One major industry, with unusual social and economic influence spanning more than a century, remains to be considered in the story of Hallowell's past. The quarrying of granite began as early as 1815. Small crews of 6 or 7 men were employed at such jobs as cutting the cornice stones for a Boston market. One of the earliest buildings to be built entirely of Hallowell granite was the State Capitol at Augusta, begun in 1829. The industry grew, with some hesitations, and the spectacle of powerful teams working their great loads down Winthrop hill became a legend. In 1897, 500 men were employed in the granite industry at Hallowell, 260 of them in the quarries.

In 1904-06 there was a boom, and artisans came to the Granite City from the British Isles, Scandinavia and other European countries including Italy, France and Portugal. A carved statue sold for \$100.00 a foot, and Hallowell granite was ideal for such work. Some of the distant cities where work in Hallowell granite can be seen today are listed in the pages of this book which deal with the industry, in detail and picture.

From 1910 to 1930, the granite industry of the city declined. There were various causes, one of them that

an item in good demand, paving stone, could be stripped more economically from Maine quarries where the granite was layered differently.

The Hallowell granite industry, while carving monuments for many cities and states, left one of a special sort to the Granite City — the people it had brought to Hallowell. Other industries which developed here on the Kennebec left their monuments: the people who came here to lumber, to farm, to build and sail ships, to trade ice for spices, to make sheeting and oil cloth.

At Hallowell are families descended from craftsmen, managers and proprietors who came here from many different countries to establish and develop a prosperous community. The families have seen times of boom and times of depression, and in some poor times the clock has seemed to tick so slowly that it might be slowing forever. Each time the clock of prosperity seemed about to stand still, some new opportunity — a new industry or a new market for an old product — came to Hallowell.

Because men of vision and varied inheritance have always been around to take and expand the opportunity, the history of Hallowell has included more periods of prosperity than of depression.

—Hildreth G. Hawes



Young Men of Hallowell About 1900

L. to R., Clyde Cottle, Leo Carey, Norman Gray, Harold Jordan, Joe Prout, Arthur Grimes, Smith Gilley, Bay Woodside, unknown, Willie Erb, Jim Leighton, Ted Shepherd, Doc Niles, Arthur Grondin, Milton Aldrich, Billy Beauchaine, Ray Chadburn, Manley Patterson, Dan Harrington, Coley McGowan, Bob Grover.

Hallowell Newspapers

THE literary life of Hallowell began with its material existence and such an enterprising settlement was not long without its weekly newspaper.

The first paper to be published in Kennebec County was printed in Hallowell. It was called the *Eastern Star* and its first issue was dated August 4, 1794. The publisher was Howard S. Robinson. It was short-lived, unfortunately, and July 28, 1795 ended its publication.

This paper was quickly followed by the publication of *The Tocsin*, edited and published by Wait and Baker. Copies of this newspaper were issued from April 16, 1796 to June 9, 1797. In September, 1796, it was transferred to Benjamin Poor and, in 1797, its publication was discontinued.

The first paper in the part of Hallowell that is now Augusta was the *Kennebec Intelligencer*, published by Peter Edes. It was established Nov. 14, 1795. In 1800, the name was changed to the *Kennebec Gazette*, and in 1810, it became the *Herald of Liberty*. It was published under this name until 1815, when Edes discontinued its publication and moved to Bangor.

A democratic-republican paper, the *American Advocate*, was begun in 1810 and was first published by Nathaniel Cheever. Samuel K. Gilman was its next publisher. He sold it to Calvin Spaulding after publishing it six years and Spaulding, in turn, sold it to Sylvanus W. Robinson and Henry K. Baker. The



Judge Samuel K. Gilman, editor of the *American Advocate*, 1819-1825



Henry K. Baker, Editor of the *Hallowell Gazette*, Editor and publisher of the *American Advocate*

paper was united with the *Free Press* in 1835 and was called the *Free Press and Advocate*. It was sold to the *Kennebec Journal* in 1836. The *Free Press* was published by Anson G. Herrick and edited by Richard D. Rice. This was a violent anti-Masonic paper and, because of the great prejudice against the institution of Masonry at that time, the *Free Press* had a large circulation during its short career.

The *Hallowell Gazette* was established by Ezekiel Goodale and James Burton, Jr. in January, 1814, and was published until 1827. It was federal in politics.

The *Genius of Temperance*, devoted to the cause of temperance, was printed semi-monthly beginning in January, 1828. It continued only about two years because of lack of patronage.

The *Liberty Standard* was printed at the *Hallowell Gazette* office about 1840 and was published by the Rev. J. C. Lovejoy. Later the Rev. Austin Willey conducted the paper. Its name was finally changed to *Free Soil Republican*, the free soil party having become a political factor. As a business enterprise, it was a failure and it was printed only about seven years.

A Hallowell newspaper that had a longer life than its predecessors was the *Maine Cultivator and Weekly Gazette*. This paper made its appearance on Sept. 28, 1839, established by T. W. Newman and R. G. Lincoln. It continued under various publishers until Dec. 9, 1871. In 1850 the headings were transposed to *Hallowell Gazette and Maine Cultivator*, and beginning in September, 1853, the second heading was dropped and was called the *Hallowell Gazette*.

Henry Chase, who was its last publisher, changed its content from local news to a story paper and it was called the *Saturday Gazette* but such a paper was not well received and the last issue went to press Dec. 9, 1871.

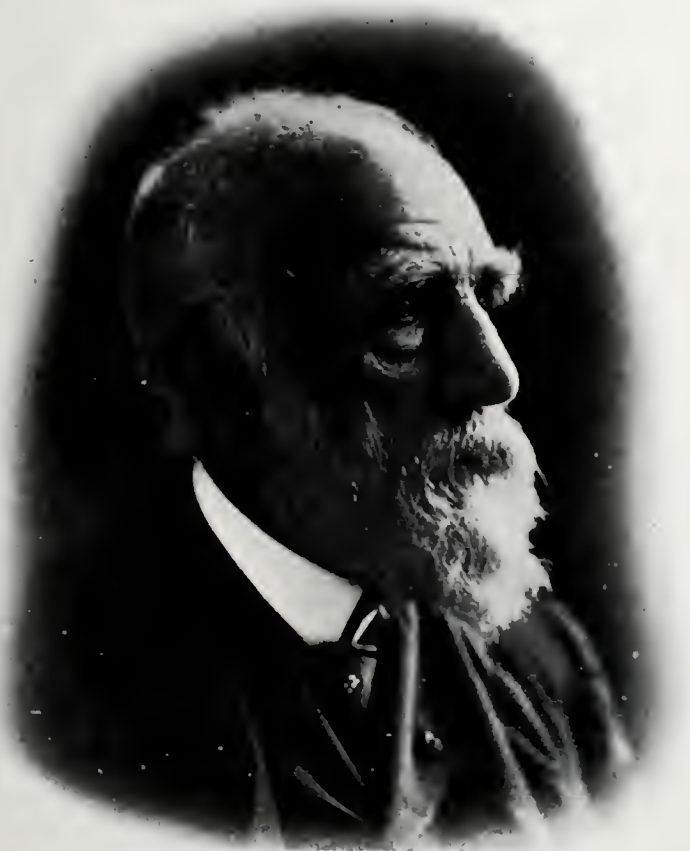
Two other papers that were short-lived were the *Kennebec Courier*, published by T. W. Newman in 1861 or 62, and *The Northern Light*, published for a few months by J. W. May and A. C. Currier.

Hallowell was without a newspaper from Dec. 9, 1871, until Dec. 22, 1877, when the *Hallowell Register* was established by Walter F. Marston. This paper was transferred to George Snow Fuller in January, 1908, who published it through 1911. This was the last newspaper printed in Hallowell. Since that time, the city has been served adequately by area papers.

In Hubbard Free Library are files of Hallowell's early newspapers. This is considered by experts in the field to be the finest collection of early newspapers north of Worcester.—By Grace Blake Maxwell



Charles E. Nash, Publisher with E. Rowell of the *Hallowell Gazette* from 1859-1862, Publisher of *Hallowell Gazette* from 1865-1869



Maj. Eliphalet Rowell, connected with the *Cultivator and Gazette*, as employe or editor and publisher from 1839-1865



Walter F. Marston, editor and publisher of the *Hallowell Register* for thirty years



Present site of Depositors Trust Company

Tuck's Corner 1905

On the corner was the store occupied by Clement Bros. grocers, and before that by the Jewell Barber Shop. Across the street in the old days Tuck had a smoke house where he cured hams; that was on the site now occupied by the City Hall. In the building next to Clement Bros., Fred Clement conducted a candy and cigar store; and before his time, Noah Packard ran a peanut stand there.

In the rear of the corner block on Winthrop Street can be seen the John Densmore house. Densmore was a well-known horseman and drove a coach in the old days between this city and outside points. Next was Stackpole's blacksmith shop, a great center for political gossip.

In 1898

Historical Lot and Building

The corner lot where the new City Building is to be erected has a history; 75 years ago James M. Ingraham had a successful grocery store and liquor shop where the Fire Department building now stands, and farther west of it stood a large dwelling house. It is thought that Ingraham built the brick store; he left town soon after its completion. Afterward T. B. Brooks and Co. did a prosperous hardware business in this store. They were succeeded by Franklin Hathaway. The second and third stories were occupied by the printing office and reading room of the American Advocate. In those days people did not buy the Boston and other papers, but became subscribers to the reading room and its privileges by paying \$5 each year, and there read the papers. Afterward the Library had rooms there. When the first library building was to be built, the ladies wanted the corner lot, but the owner asked \$2000 for it. In the end the present Library cost \$2000, but that was not foreseen at the time. John Dorr, late of Augusta, also occupied the brick store a year or two before Mr. Brooks took possession.

The dwelling-house on the west side of the lot was burned in 1824. When the fire took place the only apparatus in the town was buckets of which each member of a fire company owned one. Water was brought from the river, and passed from hand to hand by a row of people, some of them women. In more recent years an iron foundry plant occupied the west part of the lot. This property was twice gutted by fire, once in 1855, again in 1860. From the latter date to the present, this west part has been a deserted tract.

—From scrapbook of Marguerite Fitzsimmons



Winthrop Hill
from Water Street
in the late 1800's

FAMOUS MEN OF EARLY HALLOWELL

Marion B. Stubbs



JACOB ABBOTT

The first Jacob Abbott to be connected with Hallowell came here in November 1800 from Wilton, New Hampshire and opened a country store. He subsequently had five sons and two daughters — all but two of whom were born in Hallowell.

All five of his sons attended Hallowell Academy, graduated from Bowdoin College, studied theology at Andover Seminary, all were ordained to the Congregational ministry, all became teachers and all but one authors.

The oldest of the five brothers, Jacob, was born in Hallowell November 14, 1803. He attended Hallowell Academy and entered Bowdoin College when he was not quite fourteen years of age. He graduated in 1820 and spent the next four years in teaching at Portland, Maine, Academy and in Beverly, Massachusetts — and in the study of theology at Andover Seminary. He was appointed, in 1824, professor of mathematics and natural philosophy at Amherst College. In 1828 he was married to Harriet Vaughan, daughter of Charles Vaughan, of Hallowell.

In 1833 Jacob Abbott became principal of the Mt. Vernon School for Ladies in Boston, and ten years later he and his four brothers founded Abbott's Institute, a school for young ladies in New York. This grew into

the Spingler Institute and the Abbott Collegiate Institute — the pioneer of women's colleges in this country.

By this time he had started to write and before his death he was the author of one hundred and eighty books and the co-author or editor of thirty-one more. The Rollo books for boys and the Red Histories are the best known and are still entertaining reading.

Although very little of his life after college was spent in Hallowell we can claim him as a native son and take pride in his achievements as teacher, preacher and author. In fact he himself said "that the influences that moulded his life were in a marked degree traceable to his youthful associations and surroundings in old Hallowell." The last few years of his life were spent in quiet retirement at "Fewacres" in Farmington where he died October 31, 1879.



JOHN S. C. ABBOTT

John Stevens Cabot Abbott was born in Brunswick September 18, 1805 while his parents were temporarily in residence there, but his boyhood was spent in Hallowell. His book *Reminiscences of Childhood* gives entertaining accounts of the customs, home life and amusements of those days. He had a ministerial record of forty years and was also the author of more than fifty books. Perhaps the most famous was his *Life of*

Napoleon. He wrote ten of the *Red Histories* series, and his brother, Jacob, wrote twenty-two. His historical works were translated into many languages so that his reputation internationally was much greater than that of his brother Jacob.

He was a member of the famous class of 1825 at Bowdoin College which included Longfellow and Hawthorne and was present at the fiftieth anniversary of their graduation when Longfellow read his poem *Morituri Salutamus*. He gave the invocation on that occasion.

His death occurred June 17, 1877.



HENRY KNOX BAKER

Henry Knox Baker was born in Skowhegan December 2, 1806, and the story of his childhood is one of privation and hardship. His father died when he was ten years old. When he was about fourteen Henry came to Hallowell and entered the printing office of Colonel Masters as an apprentice. He wrote for newspapers when seventeen and before he was twenty-one was editor of the *Hallowell Gazette*, later becoming editor and one of the publishers of the *American Advocate*. He began the study of law in 1836 in the office of Samuel Wells and was admitted to the bar in 1840, practicing his profession in Hallowell for fourteen years. He represented Hallowell in the legislature in 1842, 1844 and 1854, in 1855 becoming clerk of that body. In the same year he was appointed Judge of the Probate Court in Kennebec County, serving twenty-five years.

On November 15, 1855 Mr. Baker was married to Sarah W. Lord of Hallowell. One daughter, Martha Baker Dunn, became the author of three novels, a volume of essays and many poems.

Meanwhile he had been one of the founders and the first treasurer of the Hallowell Savings Institution, holding that office from 1854 to 1901.

At the age of ninety-five, Mr. Baker wrote *The Hallowell Book* which carries this inscription: "To the Sons and Daughters of Hallowell among whom I have made my home for eighty-one years, this little book, written at the age of ninety-five to while away the weary hours of illness, is affectionately dedicated." He died June 28, 1902.



JOSEPH R. BODWELL

The second Hallowell man to become governor of Maine was born in Methuen, Massachusetts June 18, 1818. Joseph R. Bodwell came to Maine in 1852 and in company with Moses Webster opened the Vinalhaven granite quarries. In 1866 he moved to Hallowell and later organized the Hallowell Granite Works, of which he was made president and treasurer. He also had large interests in lumbering, agriculture, and stock raising, in the ice business on the Kennebec, in railroad development, and in other extensive enterprises.

Mrs. Nason in her *Old Hallowell on the Kennebec* writes as follows:

As a citizen of wealth and influence, Governor Bodwell had it in his power to do much for the welfare of Hallowell; and he never failed to respond to any worthy call. In his private life, he was a man of the highest character, revered and beloved in his family, spotless in integrity, boundless in charity, a delightful friend and neighbor, a benefactor of the working man, a patriotic and public-spirited citizen who used his wealth for the benefit of the community and the good of the State.

Governor Bodwell was not a politician. He never sought the emoluments of office, but was one of those rare men who have the honors of official position thrust upon them. At the unanimous and importunate request of his fellow citizens, he served Hallowell as mayor for two terms [1880, 1884], and also twice represented Hallowell in the Maine Legislature [1877, 1878].

It was with great reluctance that he consented to have his name presented as candidate for governor of Maine. He was elected and began his term in 1887. He died in office December 15, 1887, and is buried in the Hallowell cemetery.

The Bodwell house at 15 Middle Street is now occupied by Dr. Clarence E. Allen.

MELVILLE B. COX

Melville Beveridge Cox was born in Hallowell November 9, 1799. At the age of ten years the family was broken up by the death of his father, so that Melville and his twin brother, Gershom, went to live with friends of the family. Later he worked for awhile in a Hallowell bookstore where his literary tastes began to develop, for he had the opportunity to read the contents of the books as well as to sell them.

At about the age of eighteen Mr. Cox began to take an active part in religious activities and by 1820, believing himself called to the ministry, he received a license as a local preacher. He preached his first sermon in the Carlton schoolhouse in Readfield and thereafter preached in Wiscasset, Phippsburg, Brunswick and Hampden; teaching school in the meanwhile to obtain money for an itinerant outfit. He was received in the New England Methodist Conference in 1822 and held appointments in Exeter, Buxton and Kennebunk.

Because of failing health he went south in the hope of finding a better climate. While in Baltimore he married Ellen Cromwell and also took charge of *The Itinerant*, a weekly religious paper. His wife and child died within three years and his grief and poor health unfitted him for either bodily or mental effort. The doctor forbade his preaching but, in spite of that, he felt that he was called to the missionary field, and he was appointed by the Church a missionary to Liberia in May 1832. Upon his arrival there the next year he found some members of the Methodist Episcopal Church among the emigrants from the United States — these he organized into a Methodist Society.

He organized and enlarged the work of the mission and established an academy at Monrovia. He arranged for and held the first campmeeting ever held in Africa, and within a month had a Sunday School class of seventy children. All this work he accomplished in less than five months, for he was stricken with African

fever and died July 21, 1833 in his thirty-third year. He was buried in Monrovia and a monument was erected at his grave with the following inscription:

"To the Memory of Rev. Melville B. Cox, the first Missionary from the Methodist Episcopal Church in the United States to Liberia, Western Africa. He arrived in Monrovia on the 9th of March, 1833, where having organized a branch of the same church, he died in the triumphs of the christian faith on the 21st of July, of the same year, aged 33 years. He was a truly amiable man, a devout christian, and an able and successful minister of Jesus Christ."

The local Methodist church now bears the name of Cox and there is a stained glass window in his memory near the entrance of the church building.



ALGER V. CURRIER

Alger V. Currier was born in Hallowell February 7, 1862. His father, A. C. Currier, was head draughtsman at the Hallowell Granite Works and designed the public library building. Alger, the son, was educated in the public schools of Hallowell and at the age of 21 decided to make painting his life work. He studied at the School of Fine Arts in the Boston Art Museum, where he won two free scholarships, the first prize in art pictorial composition and the first prize in decoration. He then went to France in 1885 for a year and, after a four months stay at home, returned for further study. During his third year there Mr. Currier had four paintings accepted for exhibition at the Salon in Paris, two in oils and two in water colors. Of the oil

paintings one is entitled "To Your Health" and represents the bent figure of an old gentleman who is lifting a wine glass to his lips. It now hangs in the Walker Art Museum of Bowdoin College. Mr. Currier's painting of a young girl was the first in the nude to be admitted for exhibition at the Boston Museum of Fine Arts. It was admittedly conservative. The girl is seated, her legs bent under her, her hands crossed over her breasts, and her face in half profile.

One of the portraits he was commissioned to paint was that of Dr. Merritt C. Fernald, president of the University of Maine.

In the Hubbard Free Library there is a portrait which Mr. Currier painted of his wife in her wedding gown. For many years this oil painting hung in the parlor of the Currier home, although at one time it was loaned to Bowdoin College for an art exhibit.

He died in March 1911 after a long illness and was buried in the Hallowell cemetery.

ELIPHALET GILLET

The first minister of Hallowell was born at Colchester, Connecticut November 19, 1768. A Congregational Church was organized in Hallowell in 1790, and in 1794 the members (ten men) voted "to hire a teacher of Piety, Religion and Morality" and to take measures for the erection of a meeting house. A call was extended to Mr. Gillet in November of the same year. He accepted and was ordained August 12, 1795. Services were first held in the Academy building but a meeting house was completed in 1798 on the site of the present building of the Old South Congregational Church.

William A. Drew, writing in the *Gospel Banner*, November 4, 1848, said "Parson Gillet's sermons were usually practical and felicitously expressed; there was a vein of good humor and even wit running through his heart which he could not suppress." He was as well known in Augusta as in Hallowell through the unvarying practice of exchanging pulpits once in four weeks with Parson Tappan.

Parson Gillet was a "refined and scholarly-looking man, tall and slender and very graceful. He always appeared smoothly shaven and neatly attired in black broadcloth. In the pulpit he wore linen bands and black silk gloves."

After a pastorate of thirty-two years he left the Old South Congregational Church to become secretary of the Maine Missionary Society. This Society was organized at his home in 1827. One hundred years later the centennial anniversary of the Society was celebrated in the same house. This house is still standing at 201 Second Street and is occupied by the Marvelle Webber family. "Parson" Gillet died October 19, 1845 and is buried in the Hallowell cemetery.

EZEKIEL GOODALE

One of the earliest printers and publishers in the town was Ezekiel Goodale, who came here from New Hampshire in 1802. He first opened a little shop in the front room of Moses Sewall's house where he sold spelling books and the New England Primer. His was the first bookstore in Hallowell and the only one east of Portland. In 1813 he established a printing business "At the Sign of the Bible" near the foot of Academy Street. Many important volumes issued from his press — the first volume of Decisions of the Maine Supreme Judicial Court (commonly called Maine Reports), the early volumes of the Revised Statutes of Maine; for over sixty years he and his successors in the firm published the *Maine Farmer's Almanac*.

He imported from England the best books of the time, including novels, for sale at his bookstore and for his circulating library. From small beginnings this circulating library grew to a large collection. Upon its shelves were found the works of leading English authors, old and new. Among its periodicals were the *Athenaeum*, the *Edinburgh Review*, *Quarterly Review*, and *American Review of History and Politics*. To Ezekiel Goodale is due in great measure the high cultural standing of the Hallowell generation that followed him.

Mr. Goodale with James Burton, Jr. founded the *Hallowell Gazette* in the year 1814. It continued for twenty years though Mr. Burton's connection with it lasted only a year.

In 1820 Mr. Goodale acquired a partner, Franklin Glazier, and three years later Andrew Masters and Justin E. Smith were taken into the firm. When Mr. Glazier retired in 1857 Colonel Danforth P. Livermore became a partner. The firm was continued under the name of Masters and Livermore until 1880. Each of these men was a prominent and highly esteemed citizen of Hallowell.

Mr. Goodale was born in West Boylston, Massachusetts and died in Hallowell in 1828. The house which he built on Chestnut Street is now occupied by Mr. K. B. Coe, Jr.

Do you know . . .

That according to an article signed "Senex" in an old Hallowell newspaper Arnold's Expedition encamped for a night upon the Hook (Shepard's Point)?

That in 1803 the Town voted to appoint a Harbor-Master and chose Elisha Nye to "superintend the laying of vessels within the town limits."



JOHN HUBBARD

John Hubbard, Jr. was born in Readfield, Maine, March 22, 1794. By training at Hallowell and Monmouth academies and by private study he was able to enter the Sophomore class at Dartmouth College from which he graduated in 1816. The next year he was preceptor at Hallowell Academy and for three years after was a teacher in Virginia. He then entered the Philadelphia Medical School of the University of Pennsylvania from which he graduated in 1822. He married July 12, 1825 Sarah Barrett of Dresden, Maine. Dr. Hubbard practiced in Virginia seven years and then, after a year of study in the schools and hospitals of Philadelphia, he returned to Hallowell in 1830 and entered upon the career which made him famous as a physician and gave him many honors at the hands of the State.

His practice was large, his opinions were highly regarded and he was sought in consultation by the most skillful physicians in Maine and other states.

His energies were not confined to his profession as he became deeply interested in community and political matters. He was the first president of the Hallowell Savings Institution serving in that capacity for fifteen years. Kennebec County elected him to the state senate of 1843, and for the years 1850, 1851 and 1852 he was governor of his State. During his term as governor he signed the first prohibitory law — known far and wide as "The Maine Law." A contemporary writer has said that as the chief magistrate of Maine, Governor Hubbard "hesitated not to throw all of his influence, personal and official, in aid of all measures calculated

to improve the condition of the people, and develop the resources of the state;" and that "the people of Maine will ever remember him with pride and honor, as an able, honest, efficient chief magistrate 'whose administration marked an important era in the history of the State.' "

Governor Hubbard died February 6, 1869 and his burial place in the local cemetery is marked by a shaft of Hallowell granite.

The Hubbard home is still standing at 52 Winthrop Street. It is owned and often occupied by the great grandson of Dr. Hubbard, Joseph H. Darlington.



THOMAS HAMLIN HUBBARD

Thomas Hamlin Hubbard was born in Hallowell December 20, 1838. He graduated from Hallowell Academy and from Bowdoin College in the class of 1857. From Bowdoin during his life time he received three degrees — A.B., A.M., and LL.D.

For a year after graduation he served as principal of Hallowell Academy, meanwhile commencing the study of law. He was admitted to the Kennebec Bar in 1860, but decided to begin his practice in New York. Discovering the importance of the larger legal training that could be obtained in professional schools, he entered the Albany Law School and was admitted to the New York bar in 1861.

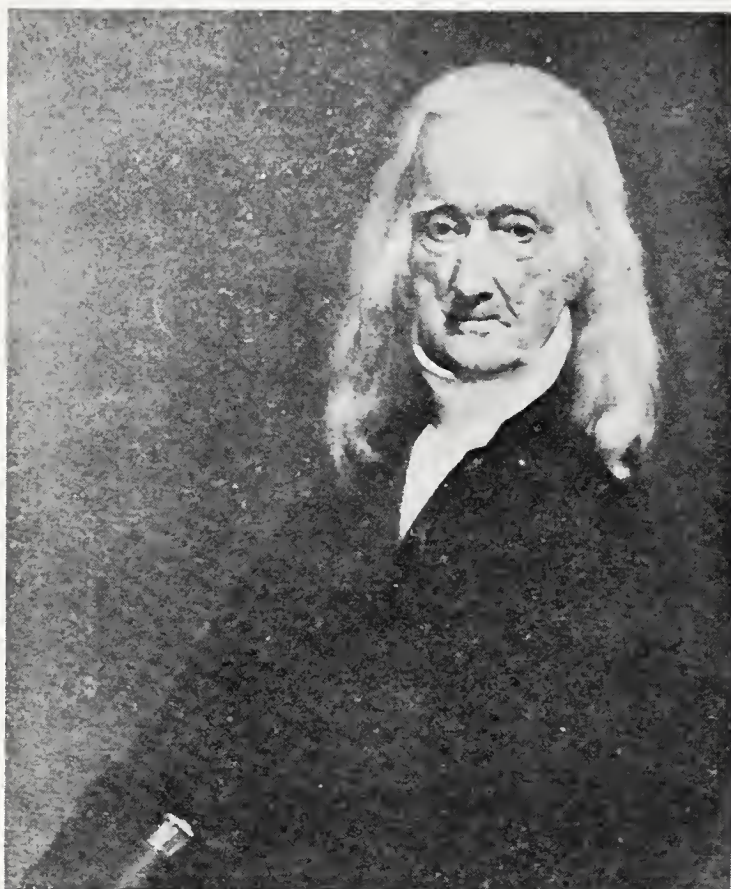
He entered the Civil War as Adjutant of the 25th Maine Volunteers and later became Lieutenant Colonel and Colonel of the 30th Maine Volunteers. He was

often mentioned in dispatches for his courage and brilliant leadership, and was awarded a commission July 13, 1865 as Brevet Brigadier General of United States Volunteers for "meritorious service during the war." He was honorably discharged July 23, 1865 and returned to the practice of law in New York City.

He became prominent in a firm which was widely known for its practice in corporate litigation. This work naturally led to the business side of corporate management and he became a director or other officer of many corporations.

After his retirement he turned his attention to interests more personal and which resulted in many gifts of great worth. In 1901 General Hubbard endowed a chair of legal ethics in the Albany Law School. In 1903 he gave a library building to Bowdoin College. In 1904 he made another gift to Bowdoin — the "Hubbard Grandstand." He rendered substantial and effective assistance to Admiral Peary. Cape Thomas H. Hubbard in the Arctic is Peary's own tribute to an unfailing friend and helper. A generous endowment made by him to the Hallowell Library in 1893 enabled that institution to enlarge its granite building. Its present name "The Hubbard Free Library" has been given in memory of the Hubbard family.

He died in New York City May 19, 1915.



JOHN MERRICK

One of the most interesting men who have lived in Hallowell was not a native of Maine or of America. Mr. John Merrick was born in London August 27,

1766, and, after completing his divinity studies, took orders in the Episcopal Church. He preached as a licentiate for two years but was never ordained.

He then became a tutor in the family of Dr. Benjamin Vaughan at first in England and then, in 1795, accompanying them to this country. He returned however in 1797 and married, in April 1798, Rebecca Vaughan, sister of Dr. Benjamin and Charles Vaughan. He and his bride immediately came to Hallowell and built the cottage where William L. Vaughan now lives.

Mr. Merrick held from time to time several municipal offices, was a trustee of Hallowell Academy and a member of the Board of Overseers of Bowdoin College. He was appointed by the Governor on a commission of three to determine the feasibility of constructing a road from the Kennebec to Quebec.

He reported in shorthand the trial of several men accused of murdering Paul Chadwick at the time of the famous "Malta War." A full account taken from his notes was afterwards printed in a volume of 188 pages. Very few people in his time were capable of using shorthand, but he had learned it as a child.

Mr. Merrick was a remarkable and versatile man. He had a genuinely scientific mind. He examined and defended Hadley's claims in connection with the quadrant. He invented a new practical method by which everyone can map out the heavens for himself. He was one of the first in this country to detect the planet Uranus with the naked eye. He made himself a good practical surveyor and even navigator.

In music he had exquisite taste and a very fine ear. He played "the violoncello with extraordinary neatness, accuracy and depth of tone, and, until quite late in life, sang with great sweetness." He died October 22, 1862.

BENJAMIN VAUGHAN

Dr. Benjamin Vaughan was born in Jamaica April 30, 1751 where his father, a London merchant, had an extensive plantation which he often visited.

Educated in England, he studied at Cambridge, and later obtained his degree in medicine at Edinburgh. He married Miss Sarah Manning June 30, 1781. The two fathers endowed the young couple with an independent fortune and Dr. Vaughan's father-in-law made him a partner in his business. During the year 1782 he became a confidential messenger between the English government and the American Commissioners in Paris with whom previously he had had a personal and friendly acquaintance. His efforts contributed so much to the final terms of the Treaty of Paris between Great Britain and the United States that Lord Shelburne, on behalf of the English government offered him a liberal



BENJAMIN VAUGHAN

remuneration; but Dr. Vaughan refused all compensation although his father-in-law cut him off from a year's profits of the firm "for neglecting the business of the firm to engage in American politics."

After serving in Parliament nearly two years, in 1794 he found it discreet to depart suddenly for France, having been too much interested in French revolutionary ideas to suit the ruling ministry. There, where he lived in retirement, he decided to become a citizen of America. Accordingly, his wife and children were sent to Boston under the care of Mr. John Merrick, a tutor in his family. They were met by Dr. Vaughan's brother, Charles. Some months later he arrived and the family moved in 1797 to Hallowell where Charles had a house ready for them on property derived from his maternal grandfather. The house still stands in its lovely setting overlooking the Kennebec River and is still owned by the Vaughan family.

Although Dr. Vaughan did not practice as a regular physician he was often called in consultation. The agriculture of the country was indebted to him for the introduction of new varieties of seed and plants and for the importation of improved breeds of animals. He was the author of numerous political and philosophical papers and of several historical treatises. His most important work was "The Rural Socrates," an account of a celebrated philosophical farmer living in Switzerland. "Most notable of all is his library which, at the time of his coming to Hallowell, was the largest collection of books in New England, with the exception of

that of Harvard. It contained over ten thousand volumes, and included works on history, science, philosophy, and literature."

The degree of LL.D. was conferred on Dr. Vaughan by Harvard College in 1801 and by Bowdoin College in 1812. He died at Hallowell December 8, 1835, "highly and universally respected," and was buried in the family burial ground.



CHARLES VAUGHAN

Charles Vaughan was the junior by eight years of his brother Benjamin having been born June 30, 1759, but he was in Hallowell as early as 1791. An energetic and enthusiastic man he had great plans for the future of the town. He built the wharf at the Hook, a store and warehouses, a brewery with "the hope that beer might be used instead of ardent spirits, and improve the habits of the intemperate."

He built a home, cleared a farm, and then cleared another and larger farm which he stocked with the best breeds of animals. He had an orchard of choice fruit and a fine garden. Mr. Vaughan was zealous in promoting the agricultural interests of the country; did more than any other individual of his time to improve the breed of stock and swine, and furnish scions for the improvement of orchards.

He was also actively interested in the educational and religious movements of the town. He was one of the founders and trustees of the Hallowell Academy and was a generous supporter and attendant of the Old South Congregational Church.

Mr. Vaughan married, in 1774, Frances Western Apthorp of Boston, and they had four children.

He died May 15, 1839.

SHIPBUILDING IN EARLY DAYS

In the early part of the last century when Hallowell was really beginning to grow one of the sources of its prosperity was its great shipbuilding industry that was carried on upon its shores. These vessels, constructed and owned by Hallowell people, sailed to the far corners of the earth bringing great profits to their owners.

In the 1790's following the setting up of the federal government in 1789, shipbuilding in Maine was greatly stimulated due to Congress establishing protection for the American Merchant Marine, then in its infancy. Shipbuilding along the Kennebec increased by leaps and bounds. The town of Hallowell was not without its share.

The three major shipbuilders of Hallowell at this time were Isaac Pillsbury, Captain Isaac Smith, and Ebenezer Mayo. Capt. Smith's Yard was located at Sheppard's Wharf and Mayo's, in the vicinity of Sheppard's Point.

In 1795, the Springers, William and James, had a yard at Bowman's Point in what was then Hallowell, but is now Farmingdale.

From 1800 to 1810 Hallowell was second only to Bath in total launchings, with 38. During part of this period the Agry Brothers, John and Thomas, built ships in Hallowell as did Stephen Hinckley and Peter Grant. The first bark built on the Kennebec was launched at Hallowell in 1828. Her name was the *Caroline*.

During the first three years of the 1830's, the size of vessels were increased to meet the demands of the cotton trade which had more than doubled in the South. Many ships were needed to carry this cotton across the Atlantic. The *Florence* of Hallowell was one of these. She was considered a big ship in 1831, measuring 449 tons. She had a square stern, bluff bow, and kettle bottom. Not much for looks, but the *Florence* could carry many bales of cotton which brought handsome profits to her owners.

During the 1840's, Hallowell's shipyards were all but shut down and only five vessels were launched. However, during the fifties which was the decade of the square-rigger, there was a revival of shipbuilding in

Partial List of Vessels Built in Hallowell

NAME	TYPE	TONNAGE	L x B x D	BUILDER	DATE BUILT
Polly	Schooner	119	73 x 22 x 8	S. Howard	1785
Kennebec	Sloop	86	71 x 21 x 7	J. Ring	1801
Packet	Schooner	76	66 x 20 x 7	Wm. Pool	1801
Industry	Schooner	91	67 x 21 x 7	S. Taylor	1801
Nancy & Mary	Brig	226	82 x 25 x 13	E. Mayo	1807
General Ripley	Brig	135	73 x 22 x 10	Jos. Speech	1815
Minerva	Schooner	103	61 x 26 x 10	N. Hilton	1815
Washington	Schooner	56	55 x 17 x 7	N. Hilton	1815
Kennebec Trader	Schooner	102	64 x 21 x 9	N. Hilton	1816
Belle Savage	Brig	138	73 x 21 x 10	Isaac Smith	1815
John Merrick	Ship	693	146 x 32 x 19	H. Tupper	1849
Anna Perkins	Bark	329	122 x 31 x 11	J. Atkins	1854
Abby Langdon	Ship	1035	157 x 35 x 18	J. D. Rideout	1854
Dashaway	Ship	1012	178 x 35 x 24	J. D. Rideout	1854
Daylight	Ship	547	132 x 30 x 15	J. Atkins	1854
Lorenzo	Ship	1090	184 x 37 x 18	P. P. Hawks	1854
Marilla	Ship	702	155 x 31 x 19	Blanding & Dyer	1854
Gov. Hubbard	Bark	370	125 x 27 x 12	J. Kempton	1854
Eaglet	Schooner	232	100 x 28 x 9	J. Atkins	1855
Scotland	Ship	820	163 x 33 x 16	D. Burt	1855
Northland	Ship	931	169 x 34 x 17	P. P. Hawks	1855
Adrianna	Ship	1082	183 x 36 x 18	P. P. Hawks	1855
Forest Oak	Ship	843	164 x 33 x 16	P. P. Hawks	1856
Sarah Judkins	Ship	545	140 x 29 x 14	J. D. Rideout	1856

Hallowell. This was due to the initiative and public spirit of Rufus K. Page who was mayor at that time. Page was also one of the largest ship owners on the Kennebec. Hallowell yards turned out 22 vessels during this time. Twelve of them were square-rigged vessels.

This was also the era of the clipper ship. Hallowell was not without the honor of building one of these. She was the clipper ship *Dashaway*, 1012 tons launched in 1854 from the yard of J. Rideout. This fine vessel gave a good account of herself and made her mark among the clippers of the country. Her dimensions can be found in the list of ships built in Hallowell.

Then came 1857 and with it financial panic and dis-

aster. Many yards in Maine closed down never to open again.

The ship *Sarah Judkins* was launched from the yard of J. Rideout in 1856, and with this launching Hallowell's great shipbuilding days became history.

Two Hallowell built ships were victims of war. The *Hallowell* commanded by Capt. Samuel Smith, was captured by the British during the war of 1812 and left dismantled off Bermuda.

During the Civil War the ship *John A. Parkes* of Hallowell bound for Montevideo, Uruguay with a cargo of white pine, was captured and burned by the famous confederate raider *Alabama* in Latitude 29° - 25° North and Longitude 37° - 47° West.

1759912

— Arthur R. Moore

The Sea Serpent

"I, Shubael West, of Hallowell, in the County of Kennebec, master of the packet DELTA, plying between Kennebec River and Boston, testify and say that I left Boston on the morning of Sunday, the twenty-first instant, and about 6:00 P.M., Cape Anne, bearing west southwest about two degrees steering a course north northeast saw directly ahead distant three-fifths of a mile an object which I have no doubt was the sea serpent so often mentioned by others engaged with a whale that was trying to elude the attack. The serpent threw his tail from twenty-five to thirty feet in a perpendicular direction, striking the whale with tremendous blows rapidly repeated, which were distinctly heard and were very loud for two or three minutes. They then both disappeared for several minutes, moving in a west southwest direction, when they reappeared in-shore of us and about under the sun, the reflection of which was so strong as to prevent our seeing so distinctly as before. They again went down for a short time and again came up to the surface of our larboard quarter, the whale appearing first and the serpent in pursuit. Here our view was very fair—the serpent shot up his tail through the water to the height before mentioned and held it out of water for some time, waving it to and fro, and at the same time while his tail remained in this position, he raised his head leisurely ten or twenty feet, as if taking a view of the surface of the sea. After remaining in this condition for a short time, he again sank into the water, disappeared, and was not seen afterwards by any on board. The serpent's body was larger, in my opinion, than the mast of any ship I ever saw, his tail appeared very ragged and rough, and was shaped something like an eel's, and his head like that of a land serpent. Being well acquainted with whaling, I think the whale was endeavoring to escape as he spouted, but once on coming to the surface, the whale's back was distinctly seen, as well as his spouting, and the last time he appeared, he went down before the serpent came up.

"The above was seen by all on board, amounting to fifteen or eighteen persons, as well as myself, with the exception of one woman. During our view, the combatants had passed a mile or more. The whale was humpback and a pretty large one."

Signed: Shubael West

Hallowell, Maine
June 17, 1818

Sworn to before:

Ariel Mann, Justice of the Peace
Kennebec County

Printed in the AMERICAN ADVOCATE
June 27, 1818

LOGGING DAYS

THE Hallowell Steam and Boom Company was incorporated on March 29, 1836; and it was owned by Ira Crocker, Charles Blanchard, and S. K. Gilman. The state allocated them the use of the river between the ferry way and Hussey's Landing. This operation continued for nearly ninety years.

The log-driving companies ran all the Kennebec logs from the tributary rivers and streams to Moosehead Lake, where the logs of all the mill owners were assembled, ready to be run down river to the many sorting booms. The great sorting boom for down-river mills was in Hallowell.

At the height of this operation, between three and four hundred men would be working at the boom. These men who worked on the boom were a different breed from the log-drivers who brought the logs to them. They were known as pickers, sorters and raftsmen. They were housed in 2½-story bunkhouses with adjoining cook and mess shacks. These were erected on rafts which were anchored on the Chelsea side of the river. In the fall, these rafts with houses would be towed into the cove below Vaughan's Point.

These men made up rafts of logs for the several owners by laying them cross-wise of the raft, driving oak pins into the opposite ends of every sixth or eighth log with two quick strokes of a tiny axe, and then running lines the whole length of the raft with a clove hitch over each pin. Each log was supposed to have an identifying mark or brand, and it was in this way that the sorters and pickers were able to identify the logs which were to be made into rafts going to different mills. A sample of some of the marks used in 1864 is depicted on this page.

One of the pictures shows a typical crew making up a raft, and it is interesting to note the cook who posed with them. He is second from the left. The other picture shows a part of the Warren Sawyer crew.

Raftsmen, often in red shirts, stood on little platforms at either end of the raft as they drifted with the tide, smoking their pipes or sculling violently with single fourteen-foot wide-bladed oars to keep the raft straight. Later motor boats and tugs were used for this purpose.

Drift logs were a boom to dwellers along the river banks, who got a fixed price from the owners according to the distance below Hallowell at which they were caught. These prices were paid for marked logs, but it was "finder's keepers" for "scalliwags" or unmarked logs when caught by the squatters with pickpole and ropes in their flat-bottomed skiffs. — Vincent P. Ledew



PICKING CREW

Identifiable in picture: (back row) Wafer Pooler (at left), Charles Grady (4th from left); (front row) Frank Hassan (2nd from left), Warren Sawyer (Boss), Bozo Inman.

HALLOWELL HOMES

WRITING the paragraphs about the Hallowell houses has been a pleasure for me. Though the time was too short to do real justice, all names and descriptions have been checked and rechecked. There may be errors and for any, I apologize. Almost every house had its titles searched either by the owner or by Mrs. Burrill Snell. All relevant material was gathered from Library Scrapbooks, *Old Hallowell on the Kennebec* by Emma H. Nason, *Doors of Hallowell* by C. A. Wight, *Hallowell Memories* by William Warren Vaughan, *A. B. C. of American Architecture* and *Architecture in America* by J. E. Talmadge, *Kennebec County History* by Kingsbury, papers and brochures on file in the State Library. A qualified architect was invited to choose each house, either for its age or its architectural interest.

No two architects exactly agree about Colonial houses or when the periods overlap. Many houses are New England Post-Colonial — some with Georgian influence and many with the Greek influence, i.e., side doors, pilasters, pillars, pediments on the door, etc. The entrances and walks with large, beautifully milled pieces of granite could be present so often only because of our nearness to the quarry.

Our population has had cycles, our industries have come and gone, but our old houses, many of which are outstanding and the number of which is unusual for a town our size, plus the many new attractive houses where whole new streets have opened, point to the fact that the houses and families of Hallowell are its most important asset.—*Marguerite M. Bearce*

Elm Hill Farm



The Merrick Cottage was designed by Charles Vaughan in 1799 for his sister Rebecca, who married John Merrick. Mr. Merrick came here from England as tutor to the children of Mr. and Mrs. Benjamin Vaughan. He came from a long line of scholars and his contribution to the intellectual life of early Hallowell was great. His eldest son, Samuel Vaughan Merrick, became the first President of the Pennsylvania Railroad and founder of the Franklin Institute.

For a few years the property belonged to the Swanton and the Bodwell Families. At one time the Farm was run as a stable for trotting horses, one of whom, "Nelson," had a national reputation.

Architecturally the house has a panelled entrance hall with concealed book cases. This leads into an octagonal dining room with a French paper of historical American scenes.

The house lacks a central staircase but has a narrow enclosed one leading from the kitchen to upstairs rooms.

Mr. and Mrs. William Vaughan and family now occupy the property and it is run as a model farm.

This spacious old home was built by Samuel Grant in 1820. He was a wealthy merchant of Farmingdale and a few years earlier (according to an old account), he had sailed as Master on one of Hallowell's first ships and taken it successfully to Liverpool, England.

Outstanding features of the house are its front door with Adam light above, its spacious and well kept grounds, long drawing-room windows with old glass.

Mrs. Samuel Grant was the former Elizabeth Vaughan. Their daughter, Ellen, married Mr. John Otis, a prominent member of the Whig party and an outstanding lawyer. After his death, she returned to the Grant Home and lived there for 25 years.

It then descended through the Otis lines, Mary, Lizzie, Sam and Elizabeth, to Erma Griffin, and Bertha and Nora Merrick. Through the Vaughan family connections the house remained, except for two years, in the same family from the time it was built until 1928 when Henry Clearwater purchased it. Since 1951 the Misses Katherine, Mary and Margaret Dailey, through extensive landscaping and renovations, have brought back and enhanced this outstanding place.



Dailey-Grant

The Vaughan Homestead



The situation of this house is the outstanding feature, being placed high above an angle of the Kennebec, which gives a three mile view down river and the same up the river. To the west of the house on the edge of a deep wooded ravine, containing a stream with pools and waterfalls, are some of the few remaining Virgin Pines of this part of the State.

The house was built in 1794 for Benjamin Vaughan who had been in active political life in England, and had also taken a medical degree in Edinburgh. He became a member of Parliament and was much interested in the revolutionary ideas of the period, in both France and America, which led him to come to Hallowell as lands here had come into the family through his mother who was born Sarah Hallowell. Like many men of that era, he had a great diversity of interests and sought in many ways to help improve the community, such as importing and sharing horticultural stock, giving medical aid, and starting a Hallowell library. He was reputed to have the largest private library in New England, sharing his books all through this region, and he kept up a constant correspondence with leading men in this country and in Europe. He continued to live in Hallowell and died at 86 years of age. His descendants still live in the house.

This house of beauty and simplicity has had but five owners and the first was Parson Eliphalet Gillett who picked out a slightly spot along the Kennebec River and in 1795 built the house in which he and his family lived for 32 years. Parson Gillett was a gentleman of the old school and he was the beloved Pastor of the Old South Church. Here the Maine Missionary Society was started in 1807.

The most striking feature of this house is the main staircase which forms an irregular "H," with a landing near the top as the crossbar of the letter. Authorities on old houses claim this to be a most unusual construction. The wall of the staircase is ornamented by wainscoting with a long curved edge broken by low pillars. A semblance of spaciousness is gained by a long and broad center hall out of which leads six handsome Christian doors, no two exactly alike.

The original house had eight fireplaces, some of which are still in use.

In 1948 the house was purchased by Mr. and Mrs. Marvelle Webber from Professor and Mrs. George Milne who had lived there for many years.



Webber-
Milne-
Fuller-
Gillett

*Hunt-
Newton-
McLench-
DeWitt
Smith*



This commodious and imposing house was built by Andrew Brown in 1832 or 1833. John Otis was an outstanding lawyer and he married Miss Harriet Vaughan. They lived here from 1837 - 1840.

Later the house belonged to the DeWitt Smiths or his heirs from 1840 - 1885. They were people of wealth and culture. Dr. DeWitt Smith came from Mississippi. He purchased a slave in 1838 and legally freed him in 1842. This family also gave part of the land for the Hallowell Free Library.

The George McLench family lived here from 1885 - 1925. Mr. McLench built the first automobile in Hallowell.

Mr. and Mrs. Jewett Newton bought the house in 1929 and did extensive renovations.

This house above the Kennebec River, with large central hall, double parlors with twin fireplaces, library, and many bedrooms, has seen many large families come and go. The Otis family had 8 children, the McLench family had 4 daughters, the Newton family had 4 daughters and the present owners, Attorney and Mrs. George Hunt, have a family of 3 daughters and 2 sons.

This modified story and one-half brick home has the unusually fine brick work exhibited in the few homes built by Timothy Moores. Its situation is one of the finest along Second Street, and it faces an uninterrupted view of the "Hook" of the Kennebec River. It was built around 1840 and in 1870-86 the McLench family lived here. For seventy-five years it belonged to the Quinn and Douglas family and heirs, and in 1960 Mr. and Mrs. John Woodside became the owners.



*Woodside-
Douglas-
Quinn-
Moores*

Payne- Watts



This property was originally part of a parcel of land given to the Town by Mr. Charles Vaughan to be used as a burying ground and a meeting house, if wanted. This was the first piece of land formally dedicated as a cemetery at the Hook.

Later, another cemetery was laid out at Hinkley's Plains and the few bodies here were disinterred and with suitable prayers and ceremonies, were again laid to rest in the permanent cemetery.

The house was built by Captain Samuel Watts in the early 1820's. He was an honored ship Commander of his time and in 1820 travelled to Hong Kong and other Pacific ports. His name is mentioned many times in the maritime history of Hallowell.

The house is a substantial brick structure with 13 inch thick walls. It contains eight large rooms with many fireplaces. The doorway has a fan top and keystone. In the cellar there is a 3 ft. circular brick wall on the top of which kegs and barrels were stored.

Emory Beane, Mayor of Hallowell, lived here as did Mr. and Mrs. John Wilson. Its present owners are Mr. and Mrs. Basil Payne who have brought about many changes and improvements in the old house.

This modified Cape Cod house was built by Andrew Brown between March 30, 1833 and the time his widow sold in 1838. Alexander Hamilton Howard who was the great-grandson of Captain Howard at Fort Western lived here for many years. He was the Cashier of American Bank of Hallowell and was Trustee for the Hallowell Savings Institution. Subsequently the house passed to the Charles Dinsmores and T. M. Fish; to the Katherine Webb Family, and now Mr. and Mrs. Robert Moriarty have purchased it. (The house has seen many changes but is being restored to its original atmosphere by the Moriartys.)



Moriarty- Webb- Howard

*Bearce-
Steeves-
Currier*



This ivy-covered brick house literally stretches from Second to Summer Street, if one counts summer kitchen, carriage house and barn.

The property, part of the original Hallowell Grant, is directly adjacent to the Peter Clarke lot, and was purchased from Charles Vaughan. The house was built in the early 1830's by Timothy Mooers.

Much of the original hand-made glass is present in the "six over six" windows. Five of the original seven fireplaces are more or less in use — one a cooking kitchen fireplace and another an English grate. An unusual trellis is over the side front door.

Six previous owners were all outstanding men of merchant and professional life — Noel Steeves and heirs (Jane and Asa Steeves) — Alger Currier, the artist; Samuel Currier, Dr. Frederick Allen, Laban Lincoln and Timothy Mooers.

Mr. and Mrs. Winfield Bearce purchased the place in 1945 after it had been vacant for 12 years.

This old house has seen many changes in Hallowell. In 1799 Levi Morgan purchased the land from the heirs of Peter Clarke, son of the first settler. The house was subsequently built and occupied by his daughter and her husband, Mr. and Mrs. George Carr. The Carr family were among the earliest settlers here. Sarah Carr, their daughter, married John Beeman. He owned several parcels of real estate, was famous for his garden, and ran a store where "Yankee Notions" were sold.

The home stayed in the family for five generations and descended through the female line. Mrs. Kate Beeman Berry who lived here until her death in 1944, was noted for her lovely garden with its many choice blooms.

Mrs. Mary Murphy owned the house for several years followed by Mr. and Mrs. Ermo Scott. They removed part of the porch and made many changes.

Mayor and Mrs. Raymond M. Rideout, Jr., now occupy the home and have brought the front facade back to its original simplicity.

Of architectural interest are its small paned and original windows, its so-called "rum hole" in the cellar, and its austere proportions.

The original ell has been removed and a new one added.

*Rideout-
Scott-
Beeman-
Carr*





First of three handsome old houses on Upper Second Street is this brick-ended house. One of its outstanding features is two pairs of twin chimneys, enabling each room to have its own fireplace.

In 1823 it belonged to Alfred Martin, an early settler and a blacksmith, who came from Connecticut in 1788.

Here lived the Andrew Masters family from 1835 for over 50 years. Colonel Masters was an outstanding citizen and for sixty years he was active in all details of the publishing business. At the time of his death in 1881 he was the oldest printer and publisher in Hallowell.

The house passed to Clara Eveleth, Lucy Bowditch, Ruth Bowditch, Olive McVickar, Ruth Payne and Joseph Owen. Mr. and Mrs. Joseph Gagne and family now own and occupy the house.

Gagne- Bowditch- Masters

The red clapboard home mounted on terraces on lower Second Street has an outstanding doorway with its pillars crowned with Ionic capitals.

The house was built by Squire Perley in the early 1800's. He was one of the early inhabitants of this town and came to Hallowell in 1794. He represented the town in the General Assembly of Massachusetts in 1804 and was faithful in advancing its interests. He was noted for his wit and charm, and his home was ever known for its hospitality and gracious social life.

Subsequent owners were Jesse Aikens and the Frank and Henry Rollins families, followed by Miss Clara Stinson and Mr. and Mrs. Niles McLeer.

McLeer- Stinson- Perley

Maher- Agry

Third of the group is the Agry House now belonging to Mr. and Mrs. Raphael Maher.

Outstanding features of the house are its imposing front steps, recessed windows and hall stairway. In the late 1800's the south side of the house was rebuilt and a bay window added.

It was first sold to John Agry in 1800. He was a member of a family notable as sea captains and shipbuilders. He was born in Barnstable and settled in Dresden before coming to Hallowell. He and his son, George Agry, who followed him, lived in this home, followed the sea as Masters or owners of their vessels, visited all ports of the world. Both became men of property and importance in the town.

Subsequent owners were Lorenzo Clarke and Mr. and Mrs. John Eveleth and now Mr. and Mrs. Raphael Maher and family.

*Gatchell-
Smith-
Thing*



This is one of the most interesting and unusual houses in Hallowell. Outstanding feature is its architecture which is Greek Revival. It is said that the iron grill work and the house plans were brought from Italy. Two twelve-sided parlors, separated by an arch supported by Ionic pilasters, have fireplaces at the opposite ends. The dining room has a striped floor of black walnut and birch. The center bedroom has an arched ceiling as does the study. In the cellar there is a rum pit.

Sea Captain Abraham Thing bought the lot from James Clarke in 1837. He built the house for himself and his family but he died tragically and accidentally from inhalation of fumigation gas while he was sleeping in his cabin on his boat in Boston. First to occupy the house was Joseph Barrett, a native of Dresden. In 1854 it was purchased by Joseph Hathaway, a hardware merchant. Mrs. Hathaway, as one of the heirs, lived there for over 20 years.

For a long period it belonged to Joseph Brann and heir, Charles Brann.

In the period of 1926 - 43 it was owned by Mr. and Mrs. Emery Smith who were in the undertaking business, and the north parlor was used for funerals. Later owners were Mrs. Linwood Currier and Irene Daigle.

Mr. and Mrs. Charles Gatchell purchased the house in 1945. They have made extensive changes.

The outstanding feature of this house, probably built by Laban Lincoln before 1830, is the front door with its fan and side lights.

In 1830 it was owned by Robert Pope. General Samuel Ladd lived here. His son was Principal of Farmington Academy and founded Indian schools. In 1850 Joseph Russell, who was a member of the Old South choir, lived here. His son, Arthur Russell, was an author and editor.

It is now the home of Mr. and Mrs. Paul Barrett.

*Barrett-
Ladd-
Russell-*



Lee- Moody



A most striking example of beautiful old doorways is to be seen in this house which was built between 1792 - 1795 by Benjamin Gould, a Sea Captain. He died at sea of Yellow Fever in 1800.

Subsequently the house belonged to Preceptor Moody who was the head of the Hallowell Academy, a much respected and admired gentleman. He wore small clothes, silver buckles on his shoes and on Sunday he powdered his hair and wore it in a queue.

After he resigned from the Academy Mr. Moody became a successful business man and he occupied positions of public trust in the Town. He became one of the delegates who formed the Constitution of the State of Maine.

Steven Lovejoy succeeded Mr. Moody at the Academy and married his daughter Sarah. They lived here many years and were followed by Moses Gilman and Mr. Samuel Cottle as owners.

In 1953 the house was purchased by Gilbert Maxwell and Clifton Langervin. An extensive restoration was accomplished. Panelling, wainscoting and Indian shutters were brought to light. Fireplaces were opened, beams exposed and a stone step from the boarding house at Granite Hill installed. Most important of all a covered front porch was removed and the beauty of the front door was revealed.

The home is now owned and occupied by Mr. and Mrs. Verne Lee and family.

This white clapboard home with its side door was the home for many years of Sea Captain Smith Cox — who returned after a lifetime at sea with the outstanding record of never having lost a vessel. There were gardens and terraces here and many fruit trees which have been partly restored by the Paul Jones family who also were ardent gardeners. The interior with many fireplaces and double living rooms has to this day maintained its charm of Old-World living. The house was first sold in 1842 by John Lord. Subsequent owners were the Ebenezer and John Freemans; Paul Jones, and in 1960, Dr. and Mrs. Stanley Staciva became the owners.



Staciva- Jones- Smith

*Morrison-
Tuck-
Haines*



Located on the corner of Union and Middle Streets the Morrison house is given individuality by the sharp peak of the shed roof of the ell. Built by David Page it was purchased by Miss Harriet Haines, daughter of Jonathan Haines, in 1851 and occupied by her and by her brother, William S. Haines, for many years. Major Haines was superintendent of burials, undertaker and cabinet maker. The restoration which embodies the spirit of the simple, practical home of the early days was done by Mr. and Mrs. Ober Vaughan after they purchased it in 1952. The house is now owned by Mrs. Jacquelyn Morrison.



*Beal-
West-
Marston-
Gardiner*

The land on which this house was built was part of the original Pease Clarke property. It changed hands many times before the house was built by Henry Getchell in 1822, a Hallowell business man.

In 1855 D. L. Gardiner occupied it.

One bedroom was called the "Tom Reed room" because he used it frequently when he visited Charles Gardiner, his college friend. Mr. Reed later became the famous Speaker of the House of the National House of Representatives.

Walter Marston, Editor and Publisher of the Hallowell Register, lived here, followed by Harold Wood and Charles West. The home is architecturally unique in that it is one room deep.

Mr. and Mrs. Curt Beal now own and occupy the house.

*Dionne-
Wingate-
Sanborn-
Cooper*



Although this house is not as old as many, at the time it was built it created quite a sensation. Built for Captain Henry Cooper by David Page in 1850, today it still stands as a fine example of classic architecture. The next owner was Peter Sanborn and in 1901 it was bought by Frank Wingate, a prominent business man of Hallowell. The house is noted for its ornamental fluted columns, and is a fine example of the Greek influence which was present in the architecture of that and earlier periods. This is now the Highlawn Nursing Home.

This handsome Post-Colonial house, with fan light and side lights around its front door, and situated high on Chestnut Street with a view over fields and woods to the west and in the front over the Kennebec Valley, was built in 1828 by James Blish. He was a sea captain and co-owner of a fleet of packets. It is said that he brought here from China the white peacocks to decorate the lawns of what came to be known as the Blish Homestead. The terraces are planted with lilies brought from China.

The home stayed in the Blish Family until 1853, and was subsequently owned by Stacey Lewis, John McDonald, Benjamin McDonald, and Mary Kimball. In 1898 the house was purchased by Mr. and Mrs. Orlando Currier, grandparents of Mrs. Harry Pierce and at the present time Colonel and Mrs. Pierce occupy the house and have returned to Hallowell for their retirement years.



*Pierce-
Blish*

*McKay-
Wells-
Wales*



This spacious and elegant mansion was built in 1820 by Mr. Benjamin Wales who was leading druggist for many years. He built an extensive and profitable business and was also known for his ardent temperance interests.

The house was afterward occupied by Henry Paine, Thomas Andrews and G. S. Washburn.

Outstanding features of the house are spacious halls, high studded rooms and a beautiful example of circular staircase.

The dining room is panelled in cypress and it is said to be an exact copy of a Sea Captain's cabin.

Captain Charles Wells lived and retired here surrounded by many treasures from his world travels. He was a ship master known and honored in all parts of the globe and he was commander of both sail and steam.

When his daughter, Miss Julie Wells, died the house was sold to Mrs. Esther Jones.

Dr. and Mrs Keith McKay and family bought the house in 1959 and have made extensive renovations.

This brick-ended clapboard Colonial house was built by Mr. Ezekiel Goodale in 1815. He was founder of a publishing business in Hallowell.

The old-time mansion on Chestnut Street is characterized by many large, well proportioned rooms, striped floor, and a fan front door.

It subsequently became the residence of Thomas Leigh who had a long career as a merchant. His daughter married Mr. Ben Tenney who was Mayor of Hallowell, President of Hallowell Savings Institution, and originator of Hallowell Sandpaper Factory. From Mrs. Tenney the house descended to Leigh Webber, her nephew, who lived there with his family until it was purchased by Dr. and Mrs. Russell. Mr. and Mrs. Kilborne Coe became the owners in 1959 and have done much to restore it to its original atmosphere.

*Coe-
Webber-
Tenney-
Goodale*



McLean- Beane- Page

This house was built between 1800 and 1810 by Rufus Page, an early settler and the first Mayor of Hallowell. Mr. Page was a partner of Commodore Vanderbilt in the Kennebec Ice Business. Mr. Vanderbilt was a frequent visitor here, and the northeast bedroom is still known as his.

A particularly beautiful hallway with circular staircase and circular door beneath it are outstanding features of this stately house which is now owned by Mr. and Mrs. Powers McLean.

Dr. and Mrs. Charles Beane lived here for 21 years and they purchased the place from the heirs of Rufus Page. Mr. Beane was noted for his interest in town affairs and for his large collection of clocks. This house was called one of Hallowell's finest homes. It has brick on the north and south sides, and is clapboarded on the others. It has an unusually large front door with leaded glass in the fan light.



This fine brick house with its beautifully kept lawns stands on part of the original Peter Clark grant. It was built in the early Nineteenth century of brick which is said to have been brought from England. Originally a square house with central hall and four rooms on the ground floor of the main house in the manner of the time, the cupola, bay windows and front were added by later occupants. Probably built by Artemus Leonard, merchant, it was more recently owned by Richardson Johnson of the Johnson Brothers Shoe Company and now by his daughter, Mrs. Ralph Smith. Legend says that each man who owned it had some connection with shoes at some time — either in selling or manufacturing.



Smith- Johnson- Sanborn- Leonard

*Okey-
Wilson-
Warner-
Dwight*



Those familiar with the 1855 map of Hallowell will recognize this as "Oak Cottage," home of Joseph C. Dwight. Probably built between 1826 and 1829 it has two different treatments architecturally. First, the single oversize dormer, center front, encompasses an entire small bedroom. Secondly, the bedroom walls are curved rather than angular as is customary in a story and a half house. This house has been occupied by many families among whom are those of George B. Warner, dry goods merchant and Nathaniel Wilson, vice president and general counsel for Central Maine Power Company and prominent civic leader of Hallowell. Mr. Wilson and family lived here for over twenty years. The house is now the home of Dr. Charles Okey, director of the State Department of Health and Welfare Diagnostic Laboratory.

This house was built prior to 1826, probably by George Carr, a member of one of the earlier families settling in Hallowell. Architecturally it features a pergola leading from house to barn, fan lights over the front and back doors, an outstanding kitchen cooking fireplace with original Dutch baking oven and Franklin fireplace in the dining room.

There have been many owners, the first being Stevens Everett who in 1826 was the Pastor of the then flourishing Unitarian Church. Over one hundred years later it belonged to Mr. and Mrs. John Everett who lived there for more than 30 years.

In 1872 it was conveyed to the Congregational Church and belonged to them for 40 years. It is thought to have been the parsonage during that period.

Other owners included Stephen French, Margaret Keene, Stephen Davenport, Mary Titcomb, Charles and Ellie Spaulding, Charles Dummer. In 1961 Mr. and Mrs. Donald Huff became the owners and under their care the house is assuming its old atmosphere.



*Huff-
Everett*

*Hendrickson-
Stinchfield-
Butler-
Page*



Built between 1796 and 1803.

It is said that two Spanish artisans sent here to work at the Granite Quarry painted the interesting murals on the walls of the stairway which ascends directly from the front door.

It was owned by the Page family and subsequently by Howard Butler, Charles Pierce, Dr. and Mrs. Allen Stinchfield and presently by Dr. Lars Hendrickson.

This gracious house, with its mullioned windows at the front door, was the hospitable home, starting in the early 1800's, of a most remarkable man, Dr. John Hubbard, who interrupted his medical career to be Senator and later Governor, of Maine. He and the following generations of his family have been the benefactors of Hallowell, and the Hubbard Free Library is the evidence of their generosity.

The story and a half house with several separate buildings, including Dr. Hubbard's office, still occupy a sightly spot of many acres on one of Hallowell's oldest streets. It is surrounded by a picket fence and boasts a famous lilac hedge. The present dining room has a very interesting old cooking fireplace.

The house is still owned and occupied by members of the Hubbard family — Mrs. Sybil Darlington and Mr. Joseph Darlington.

Hubbard



Gray-Tuck



Outstanding feature of this house is its situation on a high knoll above Winthrop Street looking out over Hallowell. It is post-Colonial four square design, with a handsome doorway showing the Greek influence.

Starting in 1840, Madison Tuck, trader and cabinet maker, lived here for many years. Miss Hattie Tuck, his daughter, later owned the place as did Mr. and Mrs. Harry Sands and Fred Jewett.

The present owners are Mr. and Mrs. Leslie Gray.

THE GRANITE HOUSE

This house is unique in that it is built of granite blocks which are at least a foot thick, 3 feet long and a foot and a half high. The roof timbers are put together with wooden pegs. Hand cut nails are used in the construction also. The house is owned by Maurice Hayes whose father owned it before him, having purchased it in 1901. The old deeds refer to it as the "stone house lot" prior to 1855.

Hayes



Babbitt- Atherton- Haines



This handsome red and white clapboard house was built in 1806 by Jonathan Haines who ran a general store and a quarry.

Situated on the old Coos Road which was the main road running from the Kennebec River into the interior, the house was used as a tavern. At that time Hallowell was a trading center for the area and there were many teams carrying freight and coaches carrying passengers.

Peter Atherton came to Hallowell in 1834 and bought a farm. In 1846 he exchanged farms with Captain Levi Thing. The place which he acquired in this exchange was the Haines farm.

William P. Atherton, son of Peter, turned fifteen acres into apple orchards which became famous for their choice yield.

The house is noted for its ample hallway which runs through from the front to the back door. Large square rooms each with its fireplace, are on the first floor and on the second floor there is a spring floor which was used for dancing in the tavern days.

It was purchased in 1946 by Mr. and Mrs. Frank Babbitt who restored the house and grounds.

The Worster House

THE WORSTER HOUSE was originally known as the Hallowell House, and under that name it became known as one of Maine's better hotels. It has been in operation for one hundred and thirty years.

Its construction began in the winter of 1832-33 after a group of Hallowell citizens formed a company for the purpose of building a hotel that would compare favorably with accommodations offered by Augusta. Rivalry between the two communities over possible location of the new state capitol was then at its peak.

John D. Lord of Hallowell was selected as architect and builder. He was well known throughout the area for his work, which included supervision of the construction of the original State House, and later a part of the Augusta State Hospital. The hotel was completed in 1834 and was opened on November 12 of that year.

It has changed hands many times in its 130 years, some of its more famous hosts being G. W. Hodges in 1841, H. Q. Blake from 1873 to 1898, O. A. Kneeland from 1900 to 1908, and the Worster family from 1915 to 1919 and from 1925 to 1959. At one time, its basement rooms housed the Post Office and the Northern Bank. It has been well-known as a temperance house at various points in its history, the most notable being the period around 1841-42 and during the Worster family's management from 1925 to 1959.

The basement story of the hotel is constructed of Hallowell granite, and the three upper stories are of brick. It has still retained its old-time atmosphere with fireplaces in every room, high ceilings and winding staircases.

The hotel's famous name, good food and fine hospitality brought famous people from all over the world through its doors. Several presidents of the United States, after hearing of this famous hostelry, insisted upon stopping there, as well as men like Henry Wadsworth Longfellow, Daniel Webster and Nathaniel Hawthorne.

—From pamphlet written by Christine Crandall



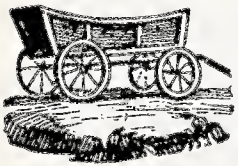
STREET SCENES



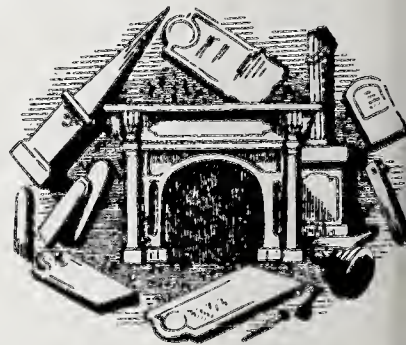
Second Street looking north from Shoe Factory



Minard Roberts Dry Goods Store



Railroad Crossing looking north from Lower Second Street



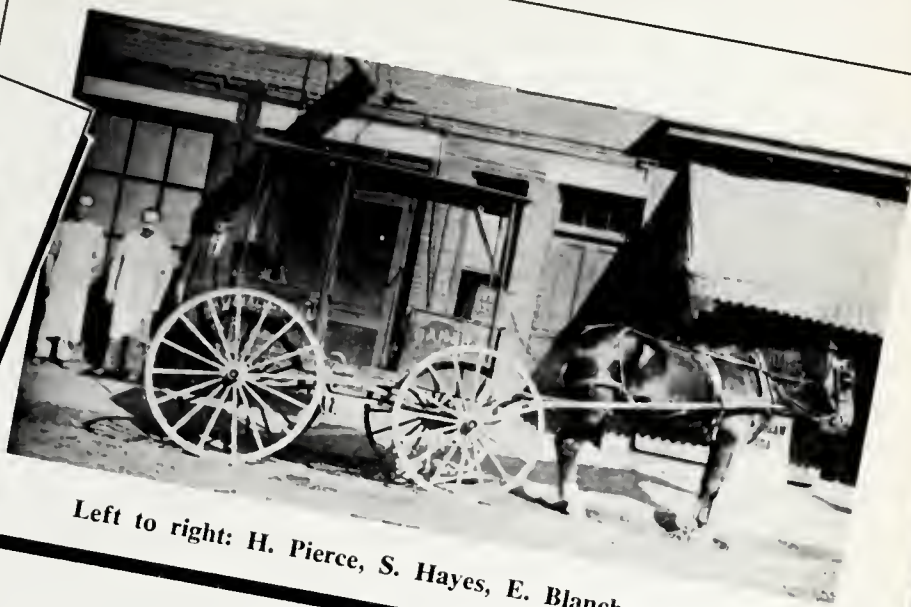
Corner Union and Second Streets



A former Post Office location



"Weather Flags" on Water Street



Left to right: H. Pierce, S. Hayes, E. Blanchard in 1900



Left to right: Howard Andrews, Jerry Pettingill, Charles Morton, F. Edwin Blake, Will Niles driving



Looking West on Lincoln Street



Site of First Tavern in Hallowell — now Boynton's Market



Hiram Fuller House on Winthrop Street



SCHOOLS — Past and Present

By Katherine H. Snell

July 1, 1771 — “5. Fifthly—voted to have eight pounds raised towards schooling.” From this second meeting after its incorporation to the present time Hallowell has provided education for its youth. Few towns have this record of continuous support.

The first town school was on the south corner of Gow’s Lane and Water Street. Then in 1803 Simeon Clark transferred land to the Second School District (land which was originally part of Pease Clark’s grant from the Plymouth Company of 100 acres in 1762). It was voted by the School District to tax themselves for a building that same year. This was the Sewall Schoolhouse on the Northwest corner of Temple Street (not to be confused with the later Old South Vestry School on the southwest corner). It was in use until 1879-80 when we find the following: “The school house on Second Street near the vestry of the South Church is not adapted to the wants of the school kept there. Recommend that a lot be selected and building put up.”

The present Fire Station built in 1828 as a Town House also served as a school for many years until in 1855 a change in the system was requested by the City Council so they might use the building.



This is an early Loudon Hill School, probably about 1880. Girl, fourth from right is Mabel Seavey Arche. Girl at left of teacher is Annie Walker. May Walker Grimes is seventh from left in long line.

Land for the Loudon Hill Schoolhouse was bought from James Atkins in 1837 although school was conducted there before that time. The last of the three buildings erected there was built in 1894 and accommodated 65 pupils. Since the erection of the elementary school in 1953 it has been used as a community club house and as a school for exceptional children.



Last School at Loudon Hill

An old newspaper says “There was also a small primary school building in Lincolnville which stood on the ground now occupied by the Henry Norcross house. This school in 1840 was taught by Miss Abby Day, afterwards Mrs. Swain.” The Norcross house was the home of the late Wyman Beal at 10 Middle Street. Lincolnville was the name given to the neighborhood consisting of the north end of Middle Street and of Lincoln Street. It was so called because Laban Lincoln built so many houses in that area.



Vaughan School land at the intersection of Second and Vaughan Streets was purchased in 1842 for \$60.

The school built here was sold for \$21 cash and a new one erected for \$1780 in 1876. The record reads as follows, "new school house built for the Vaughan School during the past year, to take the place of the old one, was occupied during the winter term of school and it has gladdened the hearts of between fifty and sixty children." This was sold in 1915 and is now the home of Mr. and Mrs. Norman Ledew.



WARREN STREET SCHOOL

In 1848 the land for the Warren Street School was acquired and school continued there until 1915. It is presently the home of Mr. and Mrs. Carl Aldrich, 10 Warren Street.

Mann School at the corner of Middle and Union Streets, commonly spoken of as North Mann and South Mann was built about 1848. It continued until sold in 1905 after the building of Maria Clark to L. Bradstreet who converted it into the residence owned by Mrs. Elwin Andrews and Mrs. Vaughn Hatch.

Classes were held in the Baptist Church after that church voted in 1850 the use of its vestry for that purpose. This was the first Baptist Church located on Winthrop Street immediately west of the railroad tracks and destroyed by fire in 1868.

In 1853 we had one High, two Grammar and seven Primary schools. Incorporation of three new towns having reduced our territorial limits, the privilege of our graded schools was extended to the whole city. We now find Page and Laughton Schools added.



The Page (also called Wingate) School lot was bought in 1853. One building on this site in 1917 was sold to Barton Manhire and moved to Page Street where it was made into a dwelling. The Bodwell (North Grammar) School built in 1879 which had served on Middle Street on the location of the early high school was then moved to the Page lot. With the building of the Hallowell Elementary School its use was discontinued and it was remodeled into a home by Richard Choate.



First row, left to right: Lottie Bradbury, Lottie Johnson, Amina Neri (Ruga), Clifton Douglas, Harry Clement, unknown, Herbert Blake, Elmer Strickland, Sherm Callahan, Johnny Maloney, Bill Johnson, Harry Knowles. Second row: unknown, unknown, Eddie Doyle, Percy Bradbury. Third row: Estelle Spaulding, Maud Ordway Clark, ---- Callahan, ---- Waldron, Climehe Neri, Miss Mattie Snow (teacher), Gussie Gatchell (Danforth), Sena Douglas, Eva Coombs, Bee Jones (Gatchell), Edna Cole, Hallis Alexander.



The Laughton School

The Laughton School land was purchased from the Gilmans in 1870 but school had been conducted in that area from 1850 on. We find the third term in 1859 being taught in a room in the Cider House on the Vaughan Road. About 1906 the school was temporarily closed and the children transported until it was reopened in 1910 and continued until about 1942. This brick building is located on the left just before the road swings into Sleepy Hollow from Outer Central Street.



The Atherton School

The School Committee in 1872 recommended a school at Granite Hill and we find the Atherton School added the following year. Audrey S. McGrath is the present owner . . . it having been turned over to the city in 1943.

In 1879 a bid was accepted from G. C. McCausland to build a schoolhouse on Middle Street near the residence of J. R. Bodwell for the sum of 1664.98. There was to be a furnace in the new school. This was the building later removed to the Page House lot. It had been referred to as the Bodwell and North Grammar.



Lakeman School with McLean House in background

1882 saw the building of the Lakeman School near the corner of Chestnut on the west side of Middle as a primary school. It was sold in 1905 along with two other schools to Mr. Bradstreet for \$1,600. In later years of use it served as the English High or the last grade before high school. Theodore McAllister is the present owner of this house.



Old South Vestry School at the foot of Chestnut Street — corner of Temple and Second Streets

Need for better and bigger accommodations now forced the purchase of the vestry of the Old South Church at a cost of \$800 in 1888. A committee was appointed to make the necessary repairs on this building built in 1854. It was also one of the three schools purchased in 1905 by Mr. Bradstreet and converted into a dwelling owned by Mrs. Celia Pierce.



Maria Clark School

A bequest in the will of the late Maria Clark of about \$6,000 gave substantial help to the city in defraying the expense of a new grammar school large enough to incorporate the various grades scattered over the city. It was completed in 1903 and named after the benefactor. The builder was L. E. Bradstreet and it is still a good building and in use today. A two room addition was put on in 1947.

June 7, 1915—Voted “That the present Bodwell-Vaughan-Warren-City Hall Schools be transferred to the present High School Building and H. S. transferred to the City Hall at the beginning of the fall term.”



In a referendum vote in September 1952 approval was given to the erection of a new elementary school to cost approximately \$250,000 to house grades 4, 5 and 6 of Maria Clark plus the grades in Page, Loudon Hill and Middle Street Primary—the three later being closed. Classes began in this location in September 1953 with 483 children enrolled.



Hallowell Academy

While Hallowell Academy was not a public school it is so much a part of the city's past that it cannot be left out of any school history. Many illustrious men obtained their secondary education there under equally notable “masters.” It was incorporated March 5th, 1795—one of two granted charters that day to become the first academies in Maine. In 1829 women were admitted. The last building erected in 1841 was the third, the two previous ones having been destroyed by fire. The second building had a Paul Revere bell which eventually was given to the cotton factory. A favorite trick of the students was to turn this bell upside down in the winter and fill it with water which of course froze.

John Aphthorp Vaughan, son of Charles Vaughan, established a Female Academy in 1831 on the spot where the office of the Granite Company stood on Central Street (now the display and sales room of Alfredo Masciadri). Girls were withdrawn from the Academy to attend this school. William Allen states in “Now and Then”: “Being in the place on business, he [John Vaughan] took me to see his school; the schoolroom was in the neatest condition, and furnished with all the necessary books and apparatus, and was conducted in an admirable manner.” He closed his school in 1832 after two years to take orders in the Episcopal Church.

An early high school was located at the approximate location of the Bodwell School on Middle Street and is mentioned in a story written by Charles A. Curtis in “Legends and Otherwise of Hallowell and Loudon Hill” by E. Norton. It was in this school that Master Locke taught navigation and mathematics to many future sea captains. The building was torn down in 1840 and replaced by a double brick building.

Do you know . . .

That there was a gun house on Lincoln Street in 1815 which contained 2 brass field pieces of the Hallowell Artillery?



Hallowell Classical and Scientific Academy

At the beginning of 1868 the High School and Academy were temporarily united. This arrangement continued for five years until in 1873 the high school scholars attended the Hallowell Classical and Scientific Academy, the City paying the tuition. This new institution established by the Congregational Conference was "designed to provide for the State a College Preparatory School of a high order." The building stood on the same site as the present high school. Both sexes were admitted and many came from surrounding towns. The list of students for 1874-5 includes several from New Brunswick and even California and Illinois. The young ladies lived at the school in The Ladies Hall which was "heated by steam, furnished with bathing rooms and abundantly supplied with pure spring water." The gentlemen roomed in private families and also in a large house on the corner of Warren and Winthrop Streets—now gone. Insufficient funds brought about the closing of this school in 1888.



Hallowell High School, 1887

Two years before the closing of the Hallowell Classical and Scientific Academy the city deemed it advisable to establish a high school and in the spring of 1887 orders were passed directing the Superintending School Committee to employ teachers and establish a City High School in the Academy building which had been

purchased in 1879. The first class was graduated in 1888 and the exercises were held in the school building. However conditions became so crowded that the building in 1889 was declared unfit for use. Records dated June 16, 1890 order that "a committee of three be chosen to receive plans and specifications for enlargement of present High School building and procure bids for same . . . in no case to exceed four thousand dollars." Additional members served on the committee and A. C. Currier was the architect.



Hallowell High School, 1920

The school population continued to grow forcing the moving of the high school classes into the City Hall and the use of the old school as a primary—the Middle Street Primary. After five or six years M. M. Johnson presented a large lot to the city as a site for a new secondary school. The building opened in April 1920. The architect was W. G. Bunker assisted by A. R. Savage—the cost, \$90,000. By the fall of 1962 this now outgrown building will have become a Junior High.



District 16 High School

In July, 1960, Hallowell voted to join with the municipality of Farmingdale to form a school administrative district. In March 1961, the voters of the two places authorized District 16 to construct a new high school on Maple Street in Farmingdale at a cost not to exceed \$740,000. The building is now underway on a 25 acre tract of land which will afford ample opportunity for parking and athletics. It is to have "12 classrooms, two science laboratories, an industrial arts shop, home economics facilities, a cafeteria, an administration suite, and a combination gymnasium and auditorium."—Katherine H. Snell

HUBBARD FREE LIBRARY



Hallowell Library in the 1890's

THE LIBRARY was first established in 1842 under the name of the Hallowell Social Library and consisted in the beginning of 529 books. In 1861, a store and lot on Water St. was presented to the library by Charles Vaughan of Cambridge, Mass. This property was sold for \$1500 and the money was deposited in a local bank.

The hopes and expectations of Mr. Vaughan, whose gift first placed the library upon a practical financial basis were realized when, in 1878, the Library Building Assn. was formed by public spirited women of the city. In 1880, the first library building, the nucleus of the present building, was erected on Central and Second streets. The granite for the structure was donated by Gov. J. R. Bodwell, president of the Hallowell Granite Company, and the iron cresting was given by the Fuller Brothers. The architectural plan was designed and presented by A. C. Currier, and funds for the building were contributed by residents and former residents of Hallowell.

In 1893, Gen. Thomas H. Hubbard donated \$20,000 for the enlargement of the building and as an endowment for the purchase of books. With this sum, an addition was built and a free reading room was opened. At this time, in accordance with Gen. Hubbard's gift, the privileges of the library were made free to all, and the name was changed to the Hubbard Free Library.

Mrs. Eliza Clark Lowell, a direct descendant of Deacon Pease Clark, Hallowell's first settler, gave \$10,000 in 1897 for further enlargement of the building, and in 1898 the west wing, or the Lowell Museum, was completed. Mrs. Lowell, then 94, was present at the dedicatory exercises.

The Library contains a valuable "Breeches Bible" printed in Geneva, Switzerland, in 1602. It also possesses many early Hallowell imprints such as "Female Friendship, or the Innocent Sufferer" printed in Hallowell in 1797 by Howard S. Robinson for Nathaniel Cogswell. This was the earliest bound book printed in what was then the Province of Maine.

—Grace Blake Maxwell



FIRE DEPARTMENT HISTORY

SINCE 1834

"AT A MEETING of the fire wards of the Town of Hallowell holden December 10, 1834, the Hallowell Fire Department for 1835 was organized." At this meeting, the duties of the various companies were outlined and voted upon. S. C. Whittier was chosen chief engineer; Thomas B. Brooks, assistant engineer; and K. G. Robinson was chosen secretary of the Fire Department. Wardens were chosen for the Hydraulion, later called the Lion. This was the first engine owned by the city which drafted its own water. It was a double-decked tub. A folding shelf allowed six or eight men on each side to man the upper set of brakes. Wardens were also chosen for Engine No. 1 and Engine No. 2. These were the small bucket-tubs and required the help of the bucket brigade. A double line of men, and sometimes women, connected the well and the machine, full buckets coming up hand to hand to the machine and returning empty. Each householder in those days was supposed to have two fire buckets swinging about his house. Wardens were chosen for the hooks and ladders, also wardens to take charge of furniture, merchandise, etc., and a warden of the axe company which consisted of fifteen members.

Engine No. 1 was stationed at the Hallowell cross-roads, now Manchester Forks. The Hydraulion and Engine No. 2 were stationed in the city. In 1836 the Tiger was added to the department, and Company No. 4 was formed. For years these two hand engines constituted the fire department of Hallowell. The Lion was sold to Vinalhaven parties in 1875, her place being taken by the Torrent, purchased from a Bath private company. The early history of the department shows that there were three bucket machines, three hand machines, one chemical, and one steamer.



Old Fire House



Torrent Company

At a special meeting of the city government in November 1899, the ownership of the Fire Department building on the corner of Winthrop and Water Street was transferred to the Granite Lodge K of P. This sale made it possible to carry out the plan of converting the old city hall into Fire Department headquarters.

The next important piece of equipment which was added to the Department was the steamer, which was capable of pumping 600 gallons per minute. This was purchased in 1880 and retired the Torrent and the Tiger from active fire-fighting duties. At this time the equipment in the department became horsedrawn. This continued until 1924 when the horses were retired and city trucks were used to tow the equipment. Later, in 1928, the department became independently motorized.



Horse Drawn Days



Old Steamer

Women Saved the Town With Tiger Engine

HALLOWELL has always been very proud of its fire department; but it should be remembered that late in the afternoon of July 3, 1863, the Town of Hallowell came very near to being wiped off the map.

Serious fire broke out on the business street, and a hotel known as the Exchange was burned to the ground. On that particular day, the firemen were off on an excursion, sailing on the steamer, *Star of the East*. A dozen or more women quickly rallied to the call of Major Rowell and, together with a few stray men, dragged the Tiger engine to the wharf. While one group of women manned the brakes in a fashion worthy of long practice and masculine muscle, another passed the buckets of water; and the town was saved even before the returning excursionists, who saw the blaze as they approached the wharf and jumped to the shore before the boat touched, could reach the scene of action.

Needless to say, the women were highly complimented on their work as volunteer firemen. Many of these women at the time were mere schoolgirls, but they were credited with saving the city from what could have been its most devastating fire.



The Cascade

Oldest Engine

THE CASCADE belonging to the Vaughan family is believed to be the oldest fire engine in New England, if not in the United States. It was made by Merrick and Company of Philadelphia in 1819 for the late Dr. William Vaughan.

The wheels are only two feet high made of solid wood blocks banded with iron. To feed the machine, water must first be placed in tubs at either end by buckets and then forced through the hose by pumping. Water could be thrown sixty feet. The hose was made by hand of leather and riveted with iron.

— V. P. Ledew



Tiger Company

The Town House

FOR four consecutive town meetings in 1828 it was voted to erect a "town house for the accommodation of the inhabitants in holding their meetings for the elections and for other town purposes" at a rate of interest not to exceed 6% and amount not to exceed \$4,000 to be paid at the rate of \$600 annually. Samuel G. Ladd, Nathan Moody, Benj. Wales, David Wadsworth and Ichabod Nutter were appointed agents to act for the town in the matter.

Accordingly a lot was purchased by them from Thomas Fillebrown for \$400. This was part of the Isaac Clark lot and the building erected is *the one which now houses our Fire Department*. Voting took place there in April 1829 and the selectmen were occupying their office in it by July 1829.

Evidently, there was still doubt in the minds of some as to the wisdom of the town putting up such a building because at the very first meeting held there a committee was appointed to report on the advisability of the leasing or selling of part of the building. They reported "that all the first story except the room in the north west corner, and also the south half of the basement story with a privilege on the yard east of the building, should be leased for a term not exceeding ten years. That the first story, with the exception above mentioned, when leased should be finished at the expense of the tenant under the direction of the Committee of the town."

H. K. Baker says in a newspaper article long ago that everything about the buildings was done in a wrong way. He believed that it should have been built on Water Street where the lower part could have been leased for stores. The walls cracked soon after erection because part of the building was on rock and part was on made land where small vessels at a time of freshet "had been seen floating up a ravine or water course." He also criticized the architect for lack of symmetry in design because the placement of the windows on the north and south sides was not the same.

"The entrance was by two doors which led to a wide flight of stairs leading directly into the hall leaving so broad a passage way that it was impossible to heat the hall. The passage was afterwards enclosed by broad partitions giving the hall an awkward shape."

Mr. Baker boarded in a house just twelve feet south of the Town House about two years after it was built. He was sitting at the table at noon one day when an avalanche of snow came from the Town House roof through the dining room window depositing window, snow and all in the dining room.

But regardless of Mr. Baker's low opinion of the building it served the town for elections and town meetings for 20 years or more. The basement was used by the Fire Department and a mason rented part of it.

The first floor served for a school room and then subsequently for assessors' rooms, City rooms and a jail.

The building was also used by the Hallowell Lyceum in the years between 1830-1840. This was a group whose male members paid 50c each winter as dues to cover the expenses and the ladies paid nothing. Lectures were given every two weeks and discussions held in those weeks between. Although sometimes talks were given by citizens of neighboring towns most were given by local physicians, lawyers and ministers. The discussions were on current questions and all old and young took part in them. The *Advocate* of April 25, 1832 carried a notice that the next meeting would be held "in the Town Hall on Wednesday evening next at a quarter past 7 o'clock. Lecture by Mr. Merrick, On the Steam Engine." April 20, 1832 had been a discussion evening with the "subject for discussion—What measures can be taken to increase the usefulness of the Public Schools in this School District?" This first Lyceum was discontinued in 1840. (A second was formed 12 years later.)

The Town House was also used by the Congregational Sunday School for a time as well as by the Methodist for their services when they were remodeling their church. Miss Peabody of Boston held a kindergarten there for some time in the early thirties.

In July of 1853 the structure was remodelled and the stairs put on the outside. Since Hallowell had now become a city from this time the building was referred to as the City Hall. Dedication exercises were held on September 3, 1853.

Largely attended morning prayer meetings were held for several weeks in 1857 and 1858. It was also the scene of temperance meetings, concerts and other public exercises, dances, roller skating and polo games.

After the gift of the new City Building to the City by Eliza Clark Lowell this original Town House was converted into a Fire Station.

In retrospect it seems quite fitting that this spot which was the site of the first clearing made by Pease Clark in 1762 should be chosen for a town house for the activities of the citizens and as a place for town meeting—our purest form of Democracy.

—Katherine H. Snell

GRANITE

Big Industry in the 1800's --- Granite Center of Maine

By Christine Crandall

THE FIRST GRANITE used in this part of Kennebec County came from the granite boulders which could be found within easy hauling distance from the little settlement of Hallowell. This stone was used as foundation stone, mill stones, and door steps. It was easily prepared and easily transported.

Granite was first quarried in Hallowell as early as 1815 according to Kingsbury's *History of Kennebec County*. It was used for the same things but the demand for stone was growing and the supply of boulders was running out, so any outcropping of granite was used for building material. Such an outcropping of granite was the Haines' Ledge on the western edge of Hallowell near the Manchester line.

Work here was not steady, however, and there were never more than 6-7 men working.

The cornice stones for Quincy Market in Boston came from this quarry between the years 1815-1827.

It is interesting to know that pieces of granite were quarried at this time without the use of blasting powder. The stone was split off with "rising" wedges.

The first instance of blasting powder being used is when the State House was built in 1829.

At first, only one charge of powder was set off at a time. This produced large, irregular masses of rock which had to be worked down to the proportions required.

As the workmen became more familiar with the blasting powder, more elaborate methods of getting out stone were developed and the quarryman became a highly skilled workman.

One of the earliest buildings built entirely of Hallowell granite was the State Capitol at Augusta, which cost \$138,991.34. (7/4/29-1832)

Stone for this building came from the Haines Quarry.

The Haines Quarry was originally owned by John Haines. Later his son, Jonathan Haines, sold the property in 1828 to a group of Hallowell and Gardiner businessmen. One of these men, John Otis, obtained possession of it and when he died, the property was sold to A. G. Stinchfield, Esq., who in turn sold it to J. R. Bodwell, Charles Wilson, and William Wilson in 1865 and it became the North Quarry of the Hallowell Granite Company. The Southwest Quarry, known as

the Longfellow Quarry, was originally owned by Gov. John Hubbard and Samuel Longfellow. This property, too, was bought by the Hallowell Granite Company. Another quarry was owned in 1884 by Joseph Arche ½ mile northeast of the Bodwell holdings at the old Haines Ledge. This quarry remained independent. During the period from 1827-1832, none of the contracts let equaled the later ones of the Bodwell-owned company.

In 1847, the first stone sheds outside the quarry were erected on Clark's Wharf in the "Joppa" section of Hallowell.



During the period from 1847 to 1851, there was little activity in quarrying except for a brief flurry when the Kennebec and Portland Railroad Company started to build its line to Augusta. At that time, a quarry was opened on the Williams' lot off the "New Augusta" road to get out stone for railroad culverts.

In 1865, stone quarrying again started with new vigor with the arrival in Hallowell of Joseph R. Bodwell. Mr. Bodwell had successfully operated quarries at Vinalhaven and Fox Island. Under his direction, the stone sheds were enlarged to accommodate 40 cutters. The Haines Ledge was reopened and Hallowell was on its way to fame as the granite center of Maine.

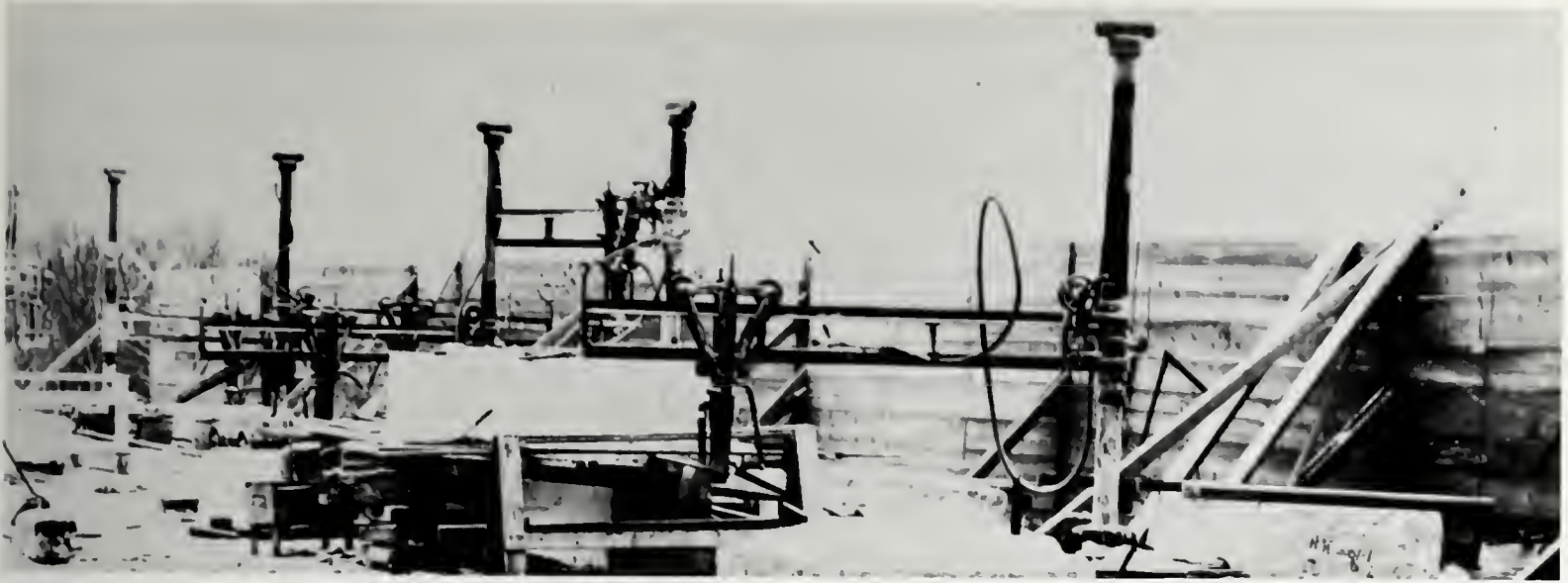
1870 saw the stone sheds on Clark's Wharf destroyed by a freshet. To meet its reverses, the new Company reorganized from the Hallowell Granite Company to the Hallowell Granite Works in 1885 with J. R. Bodwell as president. Under Mr. Bodwell's leadership, the company made huge contracts and opened offices in Boston, Chicago, and New York.



Cutting Shed at One of the Quarries

A GRANITE HILL QUARRY IN OPERATION





Until 1870, there had been no derricks used in getting out stone. Prior to this, stone was "simply split out and jacked up and loaded on a dray."

The Bodwell-controlled company invested in the latest and most modern equipment. Before the Bodwell era, stone had all been shipped by water. Now the Hallowell Granite Company bought two schooners, one the *Jeremiah T. Smith*, and another named *Edward H. Smith*. They were built in New Britain, Conn. The *Edward H.* was the larger. It was lost somewhere in the Caribbean during the Spanish American War. The *Jeremiah T.* was named after the Connecticut Oyster King and was commanded by Capt. Leslie Lyons of New Haven, Conn.

When the quarry first opened, oxen were the motive power in the quarry. They were superseded by mules and later by horses. During the last years of the quarry, a spur railroad line was installed in the quarry. The Maine Central Railroad also had extra long cars for some of the columns which were cut out of Hallowell granite and shipped out of state.

Mr. Bodwell, then Governor, died December 15, 1887. After his death, his son, Joseph F. Bodwell, succeeded him as president.

In 1897, there were 500 men employed in the stone quarries and related work in Hallowell. 260 men were employed in the quarries alone.

From 1897 until 1904, there was a lag in the granite industry. In 1904, there was a boom in the business. At that time, many Italian and foreign-born artisans were imported to do the granite carvings for which the Hallowell Granite Works had contracted. From 1904 to 1906 was the heyday of the company. Hundreds of statues, columns, monuments, etc. were sent all over the U. S. from Hallowell. Carved statues were priced at \$100.00 a square foot. However, this spurt of activity was not of long duration. In 1908, the granite interests saw their downfall approaching with the use of modern cement structures. There was a brief resurgence of spirit in 1909 when repairs were being made on the

State House. It was claimed at a Board of Trade dinner on December 10, 1909 that "Hallowell's payroll was greater than any city in Maine." But between 1910-1930, there was a gradual decline and few noteworthy monuments were made.

Two other granite companies had short-lived periods of prosperity — H. L. Brown and Company 1909 and the E. E. Taintor Company 1902.

Now the quarries which are about 60 feet deep are idle and filled with water.



One of the loveliest buildings built by this method of getting out stone was our own State of Maine Capitol. It was built of Hallowell Granite and it was started in 1829 and completed in 1932. By October 21, 1830 Henry Sewall's diary notes "The pillars of the State House began to be raised" and the 25th the pillars of the State House all up.

A Hallowell man was the master builder for it and for the original State Hospital building. His name was John D. Lord and he lived in the house now owned by Leo Woodside.

The original State House was a pretty miserable affair. The roof leaked, the rooms were so cold that it was well nigh impossible to keep warm in them. There were frequent fires due to overheated chimneys.

THE PRODUCT



Group of Figures from the Hall of Records, N. Y.

The largest single contract was with the State of New York for the State Capitol in Albany. From the years 1867-1898 \$25,000,000 was spent on this building.

Carving and Stone Sheds

Showing part of the overhead walk between the office and shed



8 columns of granite were chiseled from the Granite Hill quarry, cut down to dimensions, fluted and finished. The columns were each 37 feet long when completed and weighed $37\frac{1}{2}$ tons. Hauled from the quarry to the station by 16-span horse teams. Shipped to N. Y. for N. Y. City "Hall of Records."



Capital of a column used in building the New York Hall of Records. The completed carving was 5' to 6' tall. This was carved in Hallowell, finished in 1906. There were eight of these columns.



The first teamster is Linwood Keene. The two behind him are Ward and Sam Cottle. The man with the overcoat is Fitzherbert L. Hunt, the only one of the group now living.



Buildings Built of Hallowell Granite

Maine

Old South Congregational Church, Hallowell
Hubbard Free Library, Hallowell
State House, Augusta

Chicago, Illinois

Pullman Monument
Continental Bank
Marshall Field Bldg.
Post Office

Ohio

Cleveland Post Office

Texas

Sam Houston Post Office
Gettysburg Monuments

Boston

Masonic Temple
National Shawmut Bank
Suffolk National Bank
Soldiers and Sailors Monument

New York

Albany, State Capitol

New York City

American Surety Building
Hall of Records
American Express Building
Manhattan Bridge Plaza
New York County Court House
Bankers Trust Building

Annapolis, Maryland, Academic & Library Bldg.

Washington, D. C.

Boundary Line Bridge last work done in quarry in 1930's.





TRANSPORTATION

... by Schooner

By Oxcart



By Train



HALLOWELL, GRANITE WORKS
MARCH 20, 1914.
GUY PLANT.

THE CREWS



*Quarry
Men*

Carvers

Back row, fourth from left, Pelligrini;
fifth from left, Masciadri; front row:
sixth from left, Ed Littlefield, Chelsea



Blacksmiths

Back row, left to right: Gus Littlefield, Hiram Grindell,
Verne Cooms, John Spear, William Niles. Front row,
left to right: Hiram Vinal, Charles Littlefield

OLD LOUDON HILL



The Walker Homestead

TODAY few people realize that Loudon Hill near the southern boundary of Hallowell was once the center of thriving industries. In the early days when the greater part of Maine was a dense wilderness and water was the main source of transportation, the Kennebec valley offered special advantages to men eager to earn a living. Most of the first settlers came from Loudon, N. H., a town about ten miles from Concord. Most prominent among these were Joseph and Miriam Smith, who had four sons, Daniel, Joseph, Isaac, and John, and two daughters. They started a shipyard on the bank of the river around 1790. Others came from Loudon to work there and soon this section received the name of Loudon Hill from their old home town.

As vessels were in great demand, this yard prospered and vied with the Grant and Springer yard at Bowman's Point. Many clipper ships were launched here, among which were the *Belle Savage*, the schooner, *Indian Queen*, and several packets which plied between Hallowell and Boston for years, beginning as early as 1797. On one of these, Isaac Smith was the captain. Other ships sailed the high seas, around Cape Horn and to the Far East, bringing back treasures found in some of the old houses.

These pioneers built good and substantial houses, some of which have survived the effects of time. The first house on the hill was built by Joseph Smith on the corner of Water and Maple Streets and is now occupied by the family of Richard Norton, a descendant of one

of the early settlers. For years this was the only house between the hill and the Gardiner pottery. Captain Isaac Smith built the large house on Water Street opposite the foot of Maple Street. This is still occupied by his descendants. Capt. Smith's daughter, Sophia, married Capt. Samuel Walker in 1833. After Capt. Smith died, in 1841, his wife, Olive, deeded the place to their daughter, Sophia, and ever since it has been known as the Walker House.

Capt. Isaac Smith had an artificial limb and got the nickname, "Peg Leg." Being a sea captain, he brought home many things of great interest, among which is a log of the *Fair America* which was kept in 1804. This is a huge book with canvas covers within which the daily records of the voyage are recorded with meticulous care.

Samuel Walker, Jr., married Emily Good, whose father, John Good, was a skillful iron-worker, an artist at his work in the foundry, as his trivets and fire-frames show.

A brother of Capt. Smith built the large house on Maple Street known as the Parmenter house, and another built the house now occupied by the Bonenfant.

One of the early settlers from Loudon, N. H., was Isaac Pilsbury, who came here in 1792. His daughter, Olive, married Isaac Smith. Another was Joseph Metcalf, who cleared a large farm which extended on both sides of Maple Street as far as Greenville Street and the Blaine Road. He built the spacious house on

Maple Street now owned by Henry Norton. The Metcalfs had a son, Sleeper, who, like most boys, was not eager to work, but his mother insisted that he must do the milking. It is reported that Sleeper said, "When I grow up, I shall own but one cow and she will not give milk." He outlived his family and for many years stayed in the old house alone, living like a hermit. His two big barns, one on each side of the street, remained closed.

The women of those days were thrifty housewives, but one carried on a flourishing business. That was Sally Hinekley who lived in the house now owned by Mrs. Aurelia Peters. She made shoes for women and children, using leather soles and cotton tops. People came from miles around to get them. Children often came barefooted and went away proud of their new shoes.

Another business carried on successfully on Loudon Hill was tanning. This lasted longer than shipbuilding, which ended after the railroad was put through this section. The Hill was adapted especially for this purpose as it was situated between two brooks, one on the north and the other on the south side. Archibald and Eben Horne had tanneries on the north where Heald's Garage now is. Farmers roundabout raised sheep and furnished the skins which were converted into leather for shoes and harnesses. The tanning was done by hemlock bark or sumac, bark being used for outside leather and sumac for linings. Archibald Horne built the house now used as a convalescent home. Eben Horne built the house on Maple St. which has been occupied by his descendants.

On the brook at the south, Joseph Smith and Isaac Pilsbury built a dam to furnish power for a grist mill and bark grinding mill, which they installed. These were destroyed by a terrific tornado. E. P. Norton & Son had a wool shop and Frank Atkins, a tannery. Later, Henry Horne built a wool shop and bark tannery. His son, Edward, introduced taxidermy and in the hunting season many deer heads and bear skins were brought there to be set up for trophies.

Farmers cleared land on what is now Outer Maple Street and did a profitable business furnishing lumber, bark, and food stuffs for the other settlers. One going over that road today sees not farms, but stone quarries providing material for the highways and realizes what back-breaking work it must have been to make farms on top of ledges of solid rock. One such farm was owned by Montgomery McCausland, who had five children, married a widow with five, and then had five more. To accommodate this family, he built the biggest house on the road, but before he got it finished, all the children had left home.

There were no roads in those days, but only trails through the woods, making traveling dangerous. My grandmother used to tell the story of her mother's coming home from Hallowell, riding on horseback with a baby in her arms, when she heard a bear coming and had to flee for her life.

The first school was kept in a house. Later a schoolhouse was built on the site of the present building. This is the third that has occupied the same location. In the early days, the children from over the river came across in boats or on the ice to attend this school. This was one of the district schools that prepared students for the old Hallowell Academy or for life.

The first church for these early settlers was built in 1803 on Bowman Street. This was never finished, but was a part of the Methodist circuit.

Legends connected with Loudon Hill grew up, such as the story of the Smoking Pine which marks the site where the last of the Wawenoes, an Indian tribe, encamped by the Vaughan Brook. The weirdest character on the hill was Uncle Kaler, who was said to be able to control the weather. These legends have been preserved for us by Edward P. Norton and were published in book form in 1923. Mr. Norton was a scholarly man who often contributed articles for The Hallowell Register.

The early settlers of Loudon Hill were worthy citizens, industrious and enterprising. They left us a legacy of good homes and ideals of good citizenship. It behooves us to follow their example and to pay honor to them.

Rose Adelle Gilpatrick, 1961

(Editor's Note:)

Miss Rose Adelle Gilpatrick, born on March 14, 1869, was the only child of Thomas and Louise Springer Gilpatrick. She was a graduate of Hallowell Classical Academy and taught in the Academy for a year following graduation. She entered Colby College as a special student and then transferred to the University of Chicago where she was graduated in 1896 with Phi Beta Kappa honors. Her Master's degree was received at Colby, and Miss Gilpatrick took special courses at Simmons and Harvard. For over twenty years she was Dean of Girls at Coburn Classical Institute, followed by several years of teaching at Oak Grove School.

Miss Gilpatrick's love for Hallowell and its people was manifested in many ways, and she remained actively interested in civic affairs and educational matters right up until the time of her death in January of 1962.

The above article about "Old Loudon Hill" was written at her home in Hallowell when Miss Gilpatrick was ninety-one years of age.

FREEMAN'S OATH

(From Hallowell Town Records — Vol. I.)

I, A. B., do truly and Sincerely acknowledge Profess, testify and Declare that the commonwealth of massachusetts is and of right ought to be, a free, sovereign and independent state, and I do swear, that I will bear true faith and allegiance to the said commonwealth and that I will defend the same against traiterous conspiracies and all hostile attempts whatsoever and that I do renounce and abjure all allegiance subjecture and obedience to the King of Great Britain and every other foreign power whatsoever, and that no foreign Prince, Person, Prelate, State or Potentate, hath or ought to have any jurisdiction, Superiority, pre-eminence, authority, dispensing or other power, in any matter, civil Ecclesiastical or spiritual within this Commonwealth, except the authority and Power which is or may be vested by their constituents in Congress of the United States: and I do further Testify and declare that no man or Body of men hath or can have any right to absolve or discharge me from the obligations of this Oath, Declaration or affirmation and that I do make this acknowledgement, profession, testimony, declaration, denial, renunciation and abjuration heartily and truly according to the common meaning and acceptation of the foregoing words without any equivocation or mental evasion or secret reservation what soever. So help me God.

Brown Emerson,	Selectmen and	William Howard,
Eph'm Ballard,	Assessors of	Isaac Savage, 2d,
James Carr,	Hallowell.	Constables of Hallowell.

Lincoln ss april 6, 1787 then Brown Emerson appeared & Tuck & Subscribe the within oath agreebly to Law

Before me Joseph North Jus. Peas.

Lincoln ss april 20th 1787 then the with in Named Ephraim Ballard & James Carr appeared & Tuck & subscribed the with in oath agreeable to Law

Before me Joseph North Jus Peas

ACTIVITIES ALONG THE BOMBAHOOK

(Vaughan Stream)

IN the early settlement of Hallowell, the area around the Point and Bombahook or Vaughan Stream was the scene of considerable activity. It is quite probable that the third or fourth dwelling erected in the section which is now Hallowell was that of Briggs Hallowell. He was the son of Benjamin Hallowell and came to look after the interests of his father. Contrary to the beliefs of some historians, this writer feels that there is some proof that Briggs had his dwelling on the Point. There is evidence that he was living in the area as early as 1768.

On the same Point soon after this, the beginning of a considerable period of commercial activity started. In 1793 the Vaughans completed their flour mill, and in 1796 John Shepherd started a brewery. Messrs. Howell and Whittemore also had a fine rope walk. The Vaughan flour and grist mill was located on the west side of Water Street just south of the brook, which later was where the whiting mill was located. This building burned about 1819 but was immediately rebuilt, and in 1890 when the street car line was built, the corner of the building had to be removed to make way for the cars.

On the Point itself, one of the earliest industries was a linseed oil factory. Later, on the same site was erected a tannery. Then in about 1860, George Fuller and Sons started their factory, which also included a machine shop and a wood shop for carpentry and pattern-making. They had been burned out of their previous location which had been on the east side of Second Street at the corner of Winthrop, where it was known as Prescott and Fuller. This was a large and prosperous business for many years, where they made all types of iron and brass castings, pipes, fittings, etc. They also made the print blocks for oilcloth and wall-paper, and they were very busy servicing the other industries in the neighborhood. A picture of the operation is shown on this page.

Also on the Point and across the street on Water Street between the lower section of Vaughan Hill and the brook was located the Eagle Iron Works, owned and operated by George and Frank McClench. This included an iron factory, machine shop, wood shop and blacksmith shop. The McClenches also had a residence upon the Point.





Sandpaper Mill Crossing

In 1879 on the end of the Point, the Knickerbocker Ice Company had several icehouses. Ice was cut from the river from an area approximately a mile up and down stream off the Point. It is said that the cost of cutting and storing this ice in the houses was approximately 35c a ton. It was loaded on schooners and shipped to large cities like Boston and New York, and occasionally to Cuba and the West Indies.

The Elias Milliken's Sons sawmill was located in a cove to the south and adjoining George Fuller and Sons' property. It was in operation for many years, making anything of any dimension, from 2 x 4's to shingles. Certainly the logs for this operation were readily available and the finished material was shipped out by schooners and by rail. There was a planing mill, also a big stable and a sawdust burner on the property. This operation had an interesting beginning in that the sawmill was originally on a raft and it moved up and down the river as its work was required in different locations. As the volume of work increased, Mr. Milliken decided to set up a permanent location, so one spring at high water, the raft was hauled up on shore and thus started the largest sawmill and the only planing mill for miles around. It was later the site of Glidden's Box Factory.

One of the earliest manufacturing concerns to locate on the Vaughan Stream above the railroad tracks was the Kennebec Wire Company, which began its operation in the early 1870's. The wire used by this company came from Portland and Boston in huge coils. The wire itself was approximately 1/4 inch in diameter, and the weight of the coils was less than one hundred pounds. The operation of the mill consisted of reducing the wire to various sizes down to the finest known at that time. This operation continued into the 1880's,

and then the building was taken over by Ben Tenney for an isinglass factory. It was a seasonal business and operated during the latter part of the winter and the spring. The tongues and gills of fish, by-products of large fish-rendering companies, were processed to make this isinglass. The principal users of the product at that time were breweries which used it in the manufacture of beer. This was a very lucrative business although it only lasted four or five years, and from their standpoint it was unfortunate that a more economical method of making isinglass was found.

Then the building was occupied by the Hallowell Light & Power Company, and it was the beginning of electric current being provided in Hallowell. After a few years of operation, this became known as the Kennebec Light and Heat Company and soon after changed its scene of operation to Augusta.

In the early 1870's further up the stream, Stickney, Page & Company had an operation commonly known as the slate mill. It is assumed that the slates which were manufactured here were school slates and also slates for shingles. They also manufactured plaster, whiting and putty. This business closed in the late 1870's and the building was taken over by Ben Tenney,



Sandpaper Mill Men — Left to Right, Bill Overlock, Bert Blair, Frank Butler, Arthur Rich, Bert Grimes

becoming a part of his sandpaper mill. It was used as a quartz mill, and here the quartz was crushed which was used in the manufacture of sandpaper. For many years the sandpaper mill was one of Hallowell's principal industries. It was built and started by Mr.

Tenney. It was later reorganized under the name of the Boston Flint Company, and a disastrous fire in April of 1893 nearly put them out of business.

It is interesting to note that Mr. Tenney experimented with numerous types of minerals which might be economically used on his paper. One of these that unfortunately proved to be unsuccessful was the attempt to use the flint which was mixed in with the chalk, the latter being shipped to this country from England and Belgium as ballast from ships returning to America. This chalk in turn was shipped to Hallowell for use in the whiting mills and the flint was a waste product of the operation. It was finally determined that quartz was the finest product for the use in the manufacture of sandpaper.

When Mr. Tenney was sole owner of the mill, he got his glue from the George Seavey Glue Factory which was located just over the Hallowell line in Farmingdale. In later years the American Glue Company absorbed all the small glue manufacturers, and it also could be that they had an interest in the Boston Flint Company. This mill continued to operate until 1922. Two of the cuts show some of the employees at this mill. Also there is the interesting picture showing the old train going by the mill.

There was at one time a putty and whiting mill on the Litchfield Road opposite the Cascade owned by Fuller and Richardson.



Sandpaper Mill Crossing

The picture shown on this page depicts many of the industries just described. In the foreground is Milliken's sawmill, storage shed and barn; on the left beside the railroad track can be seen the sandpaper mill. In the center, part of the George Fuller and Sons' factory; then on the end of the Point with all the logs in the foreground are the Knickerbocker icehouses.

—V. P. Ledew



Part of Sandpaper Mill crew — Back row: John Jewett, Con Murphy, Dan Redd, Harold Grimes, Rodney Frohock, Bob Chadburn, Frank Stevens, Tom Vautour, Mark Grimes. Next row: Del Carlton, Aaron Norton, Frank Butler, unknown, Alden Grimes, Ray Littlefield, unknown, Jim Cummings, Earl Littlefield, Carol Austin, Bert Austin, Fred Tenney, Rod Jordan, a Page boy. Seated: unknown, Charles Huff, Bob Grover, Arthur Baker.

Other Industries in 19th Century

By Sally W. Rand

DURING the 19th century, in addition to the larger mills, several smaller businesses sprang up to cater to the needs of the local people. Three of these interesting enterprises were soap manufacturing, candy making, and a patent medicine business.

Tallow works were operated on either end of Stoddard Lane between Water and Second Street in the north end of town for many years by Samuel E. Stoddard and James T. Braley and his son, James E. Braley. The lye was made by putting wood ashes in a barrel and running water through it. Bones and fat for rendering were collected from householders and shops, and after boiling, mixed with the lye to make hard and soft soaps.

The residue was sold for fertilizer. The market varied from shipping of tallow to Boston, to soap sold to the paper mills in Gardiner, in addition to the local sale and barter of soaps for wood ashes and fats. That the business had its problems is seen from this news clipping: "The terrific odor generated by the steam digester at the Stoddard plant in which the fat was rendered aroused the neighbors of the tallow works to bring suit against it as a public nuisance." Having lost the suit, the business folded in 1900. Other soap factories were reported run by W. F. Walker, O. D. Norcross, and a "William Livermore manufactured and shipped very large quantities of the salts of potash in his day."

CANDY MAKING



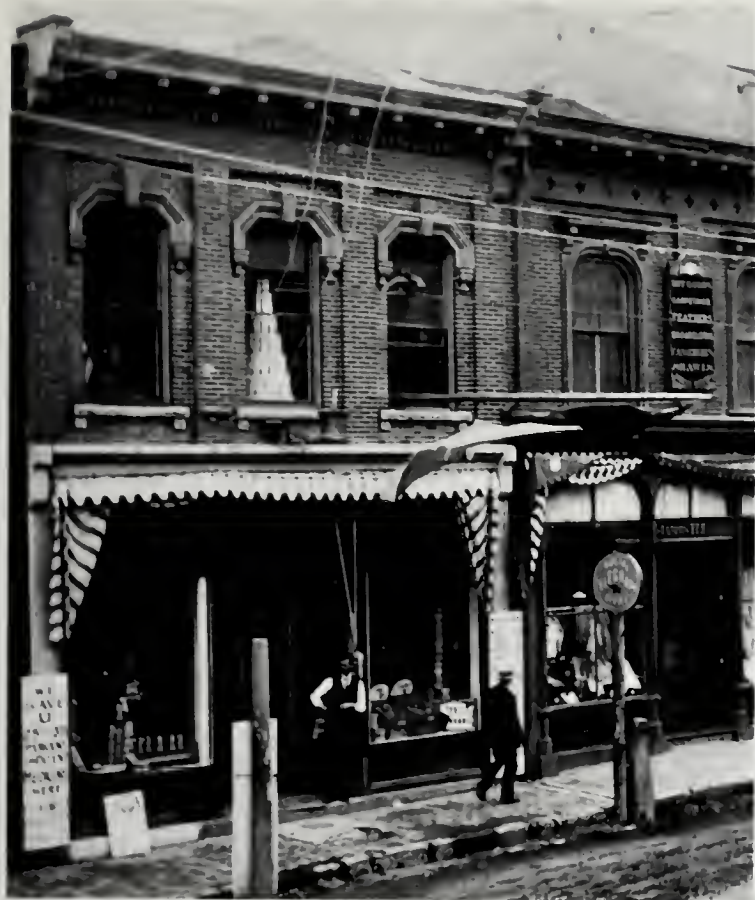
Eugene Howe behind counter of candy store

A successful family business was the Howe Candy Kitchen at 208 Water St., run by Eugene Howe, whose father, Joseph Howe, Sr., born in 1807 in Temple, had had a very successful Bakery and Confectionery on Water St. for many years. Howe, Sr. had six carts which delivered his baked goods as far as Farmington. He learned to make candy from a "Mr. Bowditch," and taught his six sons the art in turn. After his father died in 1891, Eugene bottled beer and soda pop manufactured by S. F. Davenport, and then turned once again to making candy. Boiled in a cauldron over a coal fire in the basement under the shop, and kneaded on a marble slab were molasses bars and a famous peanut candy. Also for sale were peppermint drops, almond sticks, lozenges, ribbon candy and salted peanuts. At Christmas time candy cones 15 inches high were displayed in the windows, entwined with braids of ribbon

candy, and special candies were made in lead molds of various figures including a general on horseback! After Eugene Howe died in 1900, Mrs. Howe carried on the business for six years.



Eugene Howe and daughter Mina outside candy store



H. P. Clearwater

Manufacturer and Distributor of Pharmaceutical Preparations

HENRY P. CLEARWATER was born June 13, 1879 in Hallowell, and was educated at the Hallowell Classical School. At an early age he started to work for Major John Quincy Adams Hawes, a retired Army surgeon who owned a pharmacy where Tibbetts' Pharmacy is now located. He studied under him until he was able to take and pass the pharmacists' examination. For awhile he worked in a drug store in Bath, Maine, but within a year returned to Hallowell to purchase the drug store here.

From the start, the business was a success. (Photo 3) It was the beginning of the advertising age, and Mr. Clearwater thought up all kinds of schemes to attract customers. Twice a week he sent his hired man into the surrounding towns to supply folks along the way with medicines and other products, many of which he compounded himself. He started to advertise by mail and sent out pamphlets from his little office on the second floor of the drug store. He started to specialize on a medicine for the relief of heart troubles under the name of The Heart Cure Co.

His business grew by leaps and bounds until he sold his drug store business and in 1905 moved across the street into what was then the Masonic Building, recently occupied by Dodge's Dollar Store. Here he specialized

in the manufacture and distribution by mail of a few of his preparations, perhaps the best-known being Joint-Ease, a counter-irritant helpful in rheumatic aches and pains. He concentrated mainly on cures for stomach, heart and joint troubles. His medicines were distributed wholesale and retail and sold not only throughout the United States, but also in Great Britain, Africa and other foreign countries. During his best business years, Mr. Clearwater occupied the whole block for his laboratory and offices and employed around 100 persons, always giving preference to those living in Hallowell. He had all his own machinery, and the entire operation — from mixing the formulas to packaging them and mailing them — was conducted on the premises. All his medicines were patented. At the peak of the operation, they would ship out an average of one baggage car per day of these preparations. At the height of the business, some days as many as 25,000 circular letters would be sent through the local post office, and it was this volume of mail which necessitated the building of the present post office. In addition to the 100 persons employed in his plant, he had twenty hand-copiers working for him in their homes addressing envelopes at \$2 a thousand.

Mr. Clearwater died on January 27, 1952, and the business was liquidated.

Johnson Shoe Manufacturing Company

THE Johnson Shoe Manufacturing Company was founded in 1887 by William C. Johnson and Richardson M. Johnson, twin brothers from Appleton, Maine who had learned the shoe business in Lynn, Massachusetts. Additional capital for the factory was provided by the following local men: Governor Bodwell, Emory A. Sanborn, Colonel Livermore, Samuel Currier, Jr., B. F. Warner, J. W. Fuller and others. A third brother, Moses M. Johnson, also lived in Hallowell, but remained as salesman with the Douglass Shoe Company.



The original factory was a three and a half story wooden building facing Central Street. (Picture bottom right preceding page.) Seven years later two wings were built, extending the building to the railroad tracks on the west replacing an old house, and to Second Street on the east, replacing the carriage manufactory building. A small brick ell attached to the northeast corner of the original building contained the boilers and fire pump.



The fourth story loft of the original building was removed eventually, but the old wide door and triple windows on the first floor may be seen in this shot looking down Central Street from the tracks. The presence of the fire escape may be traced to the following in the Hallowell City Report of 1893:

"The board of Engineers (fire department) by order of the City Council have caused Fire Escapes to be put on the shoe factory building and on Wilson Hall. This was something in which nearly every citizen was interested."

Further fire precautions were fire buckets on each floor, a 5,000 gallon tank, erected in 1894, on the roof, and a 25,000 gallon reserve tank outside.

Johnson Shoe was a most successful business, doubtless due to the energy and abilities of the owners, who

took great pride in the quality of their products. William C. Johnson traveled over the country extensively as far as the Pacific coast as sales manager for the firm, while his brother, Richardson, managed the factory, employing upwards of 350 persons at "full blast" for forty years. It is said "Johnson's never had a union, and never needed one"! Ladies' shoes, high laced and oxfords, were made of fine leather, patent, and white kid. Cutting was done on the fourth floor, with stitching, sole leather and finishing on the second and third floors, and shipping on the first. In this early picture (right) taken outside the main door on Central St. can be seen John Robinson, the superintendent and Harry Sands, shipping foreman in the window; also identified is Addie Leighton standing in the group to the left of the door holding a piece of material in her hands. In the next picture taken at the back, or shipping room door, Fred Bates (in hat) stands before the window, with Edith Kelso in a light banded sailor hat just in front of him, and Stella Kelso on their left, by three, in a black sailor hat. A Mr. Aldrich is in the front row with his hands clasped. In this view of the stitching room are Annie Walker on the left, and Lizzie Walker, second from the right.

W. C. Johnson died in 1912, and his brother carried on the business until April of 1927, when the factory was closed down. The building was leased from 1934 until March 1955 to Samuel Kleven who operated it first as the Kennebec Shoe Co. In 1940, the brick factory (originally the cotton mill) was acquired by Mr. Kleven and for a time both factories operated. The machines at the Johnson building were gradually moved to the brick factory, and, in the summer of 1953, the old wooden building was vacated, and used just for storage. In May, 1955, the building was torn down due to its unsafe condition.







Wilder Oilcloth

Oilcloth Industries

DURING the 19th century the oilcloth industry in Maine was concentrated in the Kennebec Valley region. Starting in 1830 oilcloth factories were operated in Manchester, Hallowell, Vassalboro, Readfield, Winthrop, Monmouth, and for a brief time in Skowhegan and Bath, but by 1910 only those in Winthrop Village and Winthrop Center remained. Alton Pope moved to Manchester Forks in 1831 with two or three men who produced the oilcloth and peddled their product by horse team around the region. The first oilcloth works in Hallowell were built on Hinckley's point in 1840 by Samuel L. Berry (picture at left). In 1852 they were operated by Stickney and Page and, in 1859, by Stickney Page and Co. In 1868, Dr. Amos Wilder bought into the business (then Page Wilder and Co.), and in 1872 he became the sole owner as A. Wilder and Co.

The other great oilcloth works in Hallowell was started about 1840 by Alden Sampson (who had bought out the Manchester works from Pope), associated with his brother William Sampson and Colonel Elisha E. Rice. Alden Sampson's four sons, Edward, Henry, Pope and Alden also came into the business later, when it was known as Sampson and Sons. Built on the 12 acre plain at the north end of Middle Street, where the elementary school now stands, the factory was rebuilt after a fire in 1847, and then in 1862 greatly enlarged following the destruction of the Manchester Works by fire (at left). At this time they decided not to rebuild in Manchester, but to establish a branch factory in Long Island, New York.

In 1851 a machine for stamping oilcloth was installed on the second floor of the factory, and powered by a horse and endless chain in the basement of the building. Invented and patented by Simeon Savage, the machines are reported to have been made by Isaiah McClench in his shop at the south end of town. The Sampsons bought the patent rights through Colonel Rice after many improvements had been made, and the machines gradually drove out the factories making a hand product.

George Fuller and Sons of Hallowell made the large printing blocks for both hand and machine of hard wood with "teeth" that formed the figures. Fullers also made the sizing. Alden Sampson sent to Scotland for a sizing machine which sized the burlap and stretched it so that it would lie flat without crinkling. Dr. Amos Wilder used a different method of sizing, according to some sources, and the rivalry between the two plants may well be imagined. Seen in this interior view of the Wilder Plant (at left) are, from left to right, Charles Bailey, Frank Greeley and James Jones.



Sampson Oilcloth



By 1873, Sampsons employed 55 men and produced 75,000 yards of carpet cloth per annum. Over two tons of paint were used in a day, and 4,000 gallons of oil a month. The obvious serious drawback in the manufacturing of oilcloth was the danger from fires. The buildings were invariably constructed of wood, two to three stories in height, most substantial and heavily timbered, as the machinery and goods to be supported were very heavy. Such was the inflammable nature of the oils used in manufacturing that practically every oilcloth plant in the state sooner or later suffered loss of one or more sets of buildings by fire.

Sampson Oilcloth Works closed in 1884, the day after Grover Cleveland defeated James G. Blaine of Augusta for the presidency. Local legend says the two events were not unrelated. It is said that Henry Sampson was an ardent Republican, and, disturbed by his workers' support of the Democratic candidate, vowed to shut down the factory if Cleveland were elected. The fact remains that the mill did close then for good. The buildings remained empty and decaying for thirty years until torn down in 1913, when the Sampson Realty Co. formed by Judge Beane, Frank Wingate and Wallace Perry sought to establish a housing development in the area occupied by the old factory and its surrounding tenements, but failed, partly due to difficulties in obtaining a right of way through the property to Page Street. The land was then bought by the Vaughan family and given to the city for a playground and park. In 1956 the present elementary school was erected on the site.

The Wilder plant continued in operation after the death of Dr. Wilder in 1895, but on January 13, 1900 fell prey to the usual scourge of the oilcloth industry:

"fire started at 9. A.M. in the drying rolls of carpet near the engine room of spontaneous combustion in the building saturated in naphtha and oil. The firemen made quick response to the alarm but the first men on the grounds found the flames shooting up from the vicinity of the engine room about midway of the rest of the buildings. So closely connected were they that the fire soon worked its way north into the varnish house, and also into the building formerly occupied by the mammoth drum . . . a wheel of 78 ft. circumference. The brick store house above was saved, filled with finished goods. The office and a small store house, below, is all that remains. The large sizing machines put in last season are probably damaged beyond repair. Twisted steam pipes are everywhere. The contents of the naphtha house were quickly transferred to the ice on the river below the works and form part of the assets."

This was the end of the oilcloth industry in Hallowell. Later the site of the Wilder plant was occupied by the Glidden Box Factory, The Tayntor Granite



Works (above), and, since 1933, by the bulk plant of the Mobil Oil Company. The pipeline which supplies this plant starts in Portland, and at Litchfield swings toward Hallowell coming in north of the State School for Girls and following down the hill through Wilder Street to the plant, then crossing the river at this point on its way to Bangor. The Esso Standard (Humble Oil and Refining Co.) bulk plant, to the north on the Augusta line, is supplied by tankers which come up the Kennebec during the navigable season.

Cotton Mill

IN 1844 construction was begun on the cotton mill between Water Street and Second Street along Academy. Built by George Robinson, and backed by several men, including Justin E. Smith, John P. Flagg, Eben G. Dole, Captain Lawson Watts and C. D. Bachelder, the building was three stories high, 252' long with a pitched roof and tower on the west end with a white cupola. The Kennebec House, where workers could board, was constructed across Second Street on the corner of Academy. In 1867 the mill roof was raised another story and a flat roof put on. Originally a handsome and substantial building, the mill was complemented by the small brick office building then



adorned properly with blinds, and set off by picket fence and trees. The mill contained 15,616 spindles, requiring 200 operators at its peak of production. The looms ran chiefly "regular sheetings, drillings, scrim, dress and other fancy goods and a great many imitation lace curtains. Most of the goods were shipped by rail to the New York market."

In 1886 the property passed into the hands of Samuel R. Payson of Boston, and in 1887 the name was changed to the Kennebec River Mills. Charles K. Howe of Hallowell who had worked at the mill as paymaster and bookkeeper since 1872 was named agent and caretaker in 1890, and gave the following account in a local newspaper of the storm of December 31, 1895:



"We lost part of the roof of the cotton mill at one time . . . had one of the worst gales that ever came up the Kennebec Valley. It took off $\frac{1}{8}$ of the cotton mill roof. The section removed was 70 feet long by 28 feet wide and so powerful was the wind that the roof was lifted high above the mill and went sailing off like a huge airplane to the north: then suddenly the wind seemed to leave it and it went all to pieces; the timbers, boards and gravel roofing falling among and on the roofs of surrounding buildings. Some of the heavy timbers went crashing through the roofs of store and dwelling houses with several people narrowly escaping injury. This was the gale that unroofed school houses in Gardiner, tipped over Fuller observatory in Augusta and demolished several chimneys in Hallowell besides."



Picture shows the damage done on the corner of Academy and Water. The wooden stores are, left to right, AKP Grover's grocery store, next a poolroom, then Tracy's Rum Shop. Photo at left shows damage to a building probably south of the mill, where a hole had to be cut in the wall to free a trapped horse! Left to right are Waddy Cottle, James Sterns, Daniel Redd, John Burns, Harry Foote, a person unknown, and a Mr. White.

The cotton mill was shut down in 1890 and in 1896 the machinery was sold to a cotton mill in LaGrange, Georgia. During its first 50 years Hallowell's only cotton mill ran steadily with the exception of four years during the Civil War when cotton was scarce and very high, and four other shorter periods.

Since that time the mill has changed hands often. In 1903 the building was sold to the Kennebec Realty Co. It may have been owned briefly by the Johnson Brothers as it was reported bought from them in 1909 by Mr. Charles H. O'Brien. O'Brien was the first manager of the N. E. Tel. and Tel. in Augusta, and operated his own business "The O'Brien Electrophone Company" first in the old office building of the mill, and then moving into the first floor of the mill where he installed electricity in 1910. He manufactured automobile and motor boat accessories and opened a garage on the west end of the first floor.

The various shoe companies reported to have occupied the building include Marston and Brooks Co., Joseph W. Herman Shoe Co. (1926), Novelty Shoe Co. (1928), Jarves-Hamburger Co., 1930, and in 1934 the Kennebec Shoe Co., under Samuel Kleven who operated the factory under this name and under the name of the Hallowell Shoe Co. until his death in March of 1962.

HALLOWELL AND THE RAILROAD

AFTER years of coping with the uncertainties of river travel, residents of Hallowell were enthused in 1849 with the word that the Kennebec and Portland Railroad would soon connect their community and other towns along the Kennebec River.

Their interest was such that on July 5, 1849, when a section of the new road between Bath and Brunswick was opened, scores of Hallowell people boarded the old steamer *Huntress* to participate in the opening festivities at Bath.

There were free rides for all who wished to travel on the new railroad, and hundreds climbed aboard new passenger coaches which had been brought only a few days previously from the builders in Cambridge, Mass. The passenger cars were soon filled and a number of gravel cars were hastily fitted with seats to accommodate the crowd that would otherwise have been denied an opportunity to ride.

Work continued throughout the summer and fall and the roadbed extended rapidly toward the Kennebec Valley towns, whose residents continued to use the faithful *Huntress* for commuting between Augusta, Hallowell, Gardiner, Richmond and Bath.



The first railroad passenger depot. The gentleman with the beard is S. K. (Sky) Gilman. Mr. Gilman was the builder of this station, ticket agent and part-time Judge.

The importance of the old steamer in the lives of these people diminished with the appearance in Hallowell of the first railroad locomotive on Monday, November 15, 1850. Construction, however, was still in progress, and passenger cars did not appear in Hallowell until more than a month later, on Monday, December 29. The first regular train left Hallowell the next morning, December 30, heading westward over the new Kennebec and Portland Railroad to North Yarmouth where connections were available with the Atlantic and St. Lawrence Railroad.

It is indicative of the times that a change of cars was necessary at North Yarmouth because the Kennebec and Portland used the standard four foot eight and one-half inch gauge. The Atlantic and St. Lawrence, however, used a gauge that measured five feet six inches.

Wood, and plenty of it, was a prime necessity in these early railroad operations, but in 1860 Hallowell residents witnessed the first test of coal in a Maine railroad locomotive. This proved to be highly successful and several Kennebec and Portland locomotives were converted as the result of the Hallowell tests in that same year.

In the following winter, Kennebec Valley and Hallowell area potato shippers contributed another railroad-innovation with the use of a frost-proof box car heated by a stove for the transportation of their commodity. This system, with refinements, is of course still in use.

By 1864, passenger travel between the towns of the Kennebec Valley had moved almost entirely from the river to the new railroad, and a steam-driven passenger car — an early ancestor of the present-day self-propelled Budd unit — was placed in service between Augusta and Gardiner. This unit accommodated 36 passengers and included the steam engine, boiler, coal box and baggage room in its 37 ft. 6 in. total length.

This vehicle traveled at the unheard of speed of 30 miles an hour and perhaps it was this fact that caused Gardiner people to call the new unit the "Fly Train." Their neighbors in Augusta, however, called it the "Dummy," and were supported by the Kennebec Journal in a spirited editorial argument over what exactly this new steam passenger unit should be called. The K.J. had the last word on May 13, 1864, when the



The "Dummy," 1872

editor wrote: "We object to the name 'Fly Train' because, firstly, it does not fly and has no resemblance to the insect so denominated: and secondly, because the car cannot be called a train. Suppose we call it the 'Augusta, Hallowell and Gardiner Accommodation Steam Car.'"

As such it carried an average of 4,000 people between these cities monthly until on the night of December 22, 1864, the car was destroyed when fire wrecked the Augusta depot. Its replacement, received in the following spring, was designed to carry passengers and also to haul a passenger car, and contemporary accounts indicated that the baggage room "was so neat and nice as to be easily mistaken for a soda saloon."

The Kennebec and Portland, which of course later became an important link in the Maine Central, named one of its locomotives for the town of Hallowell. Built by the Amoskeag Machine Co. of Manchester, N. H., it was the Kennebec and Portland's No. 9, boasting four 60-inch drivers and a price tag of \$8,750.00. This locomotive survived to be taken over by the Maine Central and used for several years, then sold to the Somerset Railroad in 1882 for \$1,200.00. Available records do not indicate final assignments.

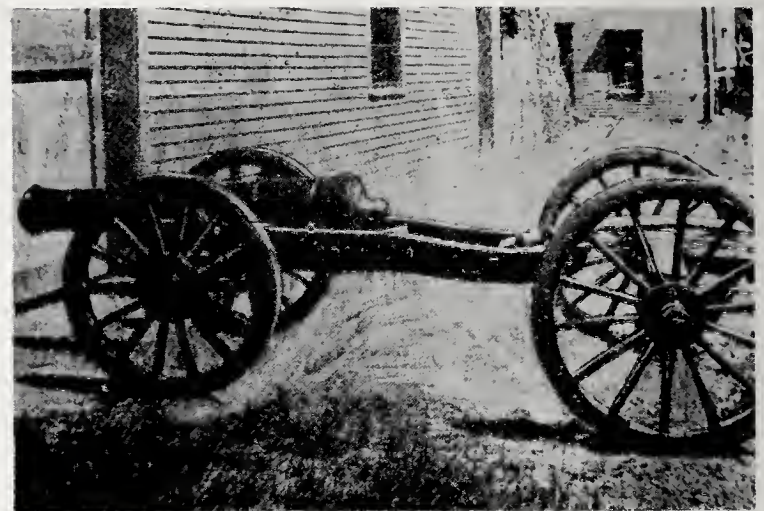
—Joseph H. Cobb, M.C.R.R.



"Thunder Jug"

MANY conflicting stories have been told and written about this historic cannon, commonly called the Thunder Jug of Hallowell. In one instance, the story gave the time of the cannon's capture as about the year 1799. Another account tells of its being more like an old-time mortar, two feet in length with a two-inch bore. It has also been confused with the old field pieces which were used for celebrating in the 1700's, but actually the coming of the cannon to Hallowell was in the year 1839.

The idea originated in the mind of the late Capt. John Beeman, in his day an honored, enthusiastic, patriotic citizen. He had been in search of just such a gun; and through a member of the Legislature, he learned of the cannon, the only one remaining of the 14 taken from the British brig, *Boxer*, which was captured

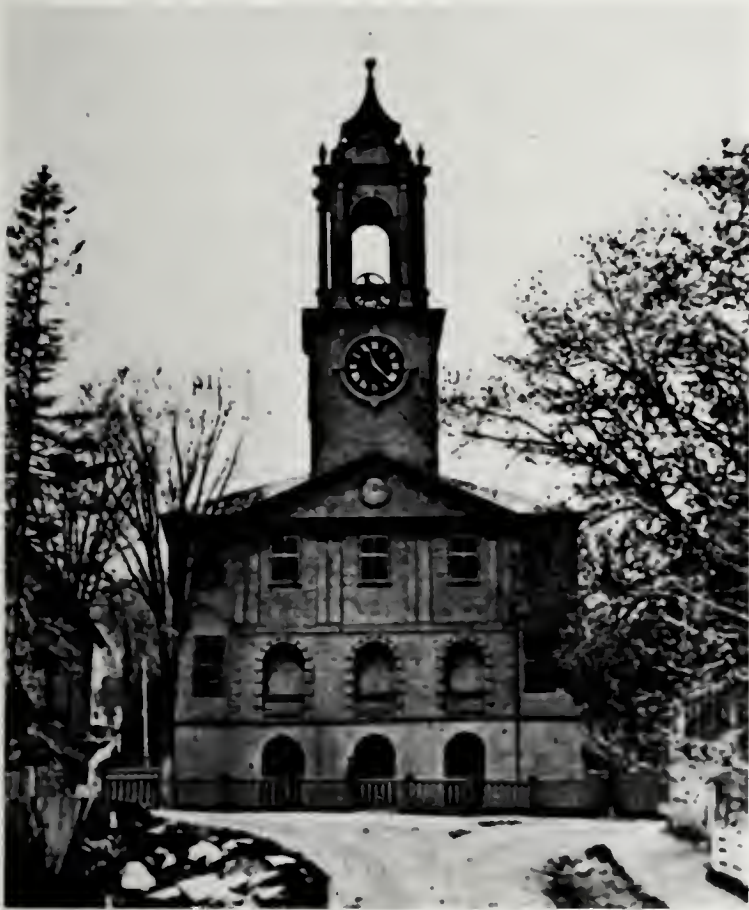


in September 1813 by the U. S. brig, *Enterprise*, the rest having been sold by the United States government for junk. Capt. Beeman interested Greene Wall, Charles Page, and one or two other gentlemen in raising the necessary funds for the purchase. Mr. Beeman bore the lion's share of the cost so that it was ever after known as the "Beeman Gun." For many years it was kept sacred for the purpose of firing the Salute upon each recurrence of the National Holiday; and the firing was generally done at the foot of Central Street at the water's edge, where stood nearby the Liberty Pole erected by Mr. Beeman.

When the cannon was first brought to Hallowell, it was on a nautical gun carriage; but this being impractical for the use to which Hallowell put it, it was later mounted on a regular artillery piece. It has been Hallowell's pride and joy and mascot for many years. It is hoped that once again it will regain a place of prominence somewhere in the city to remind us of the pleasures we once had of its ushering in the days of celebration.

HALLOWELL CHURCHES

Rev. Malcolm A. MacDuffie, Jr.



OLD SOUTH CONGREGATIONAL CHURCH

Gathering in 1790, this congregation erected the above building in 1796. Inside were high-backed box pews with doors. There were galleries occupying three sides of the house. The original pulpit was high and wide enough for only one person, with stairs on each side and a window behind. It was not until 1816 that the first stove was installed. The organ was procured in 1823. On December 1, 1878 the old meeting house was destroyed by fire.



At 3 A.M. on that Sunday morning smoke was discovered issuing from the building. The fire could not be controlled and an hour later flames burst through the walls and gallery windows. Soon after 5 o'clock the frame fell and one of the oldest and most valued landmarks had disappeared. The ruins are pictured at bottom of the first column.



The present edifice was 2½ years in the building, with dedication on October 28, 1885. Its modified gothic design and 127 foot steeple make it a worthy successor to the earlier house of worship. The sanctuary is designed on the "Aakron Plan" being wider than it is deep, with inclined floor and central pulpit. The open pews form a semi-circle, giving worshippers the distinct feeling of being close to one another. There are no balconies and the choir is seated behind the pulpit. On April 7, 1957 the church dedicated a new parish house, located across Chestnut Street, providing space for Sunday school classes and activities for all ages.



METHODIST EPISCOPAL

This is the third Methodist meeting house in Hallowell. In 1803 a structure was erected at Bowman's Point (Farmingdale) and used for 30 years. Apparently this was not near enough the population center and in 1810 another building was put up on the lot now occupied by the Lilly house at the corner of Academy and Warren Streets. In 1826 this was moved and rebuilt as the dwelling now occupied by William Webster. The same year the new building on Middle Street was completed. Originally it had galleries and a vestry in the basement. It had no steeple or bell.



In 1854 the building was moved forward, a vestry fitted up in the basement and the old galleries taken out. Again in 1873 there was a major reconstruction

with the vestry situated above ground level and the addition of the steeple and bell. Interior renovation with rededication of the building took place in 1912. It is a credit to the vitality of the faith in Hallowell that this church nurtured Melville B. Cox. Cox was the first foreign missionary of the denomination and died in Liberia in 1833. The church was later named in his memory, Cox Memorial Methodist Church.



FIRST BAPTIST CHURCH

The church was organized in 1807 with three members, but grew rapidly to 21 in the same year. They built the above building on the south side of Winthrop Street, just above the railroad tracks. Dedication was held on November 21, 1821. Its steeple held a Paul Revere bell "of unusually sweet tone." Here a generation of Baptists assembled faithfully until the building burned on April 16, 1868.

Later in the same year the Baptists purchased the present structure, formerly used by the Unitarian Society. Alterations were made on the front of the building to increase the seating capacity. A vestry was built and a bell was purchased jointly with the city; the latter would call people to church and sound a fire alarm as well. Interior renovations were made in 1944 to provide for Sunday school rooms. In 1949 the steeple was struck by lightning and taken down. The wooden tower was appropriately capped.



UNITARIAN CHURCH SOCIETY

A Unitarian Society was formed in Hallowell in 1823, meeting first in the Academy building. In 1824 the edifice now used by the First Baptist Church was erected. However, its original appearance was quite different. One writer described it thus . . . “. . . no steeple, no bell — and to be as different from common church edifices as possible.” About three-fourths of the east front was recessed 5 or 6 feet. The flooring in that part was of very large hewn stone, and the beams overhead were supported by four large, wooden pillars of the Doric order. In 1868, the Society having been thinned by death and removals from town, the building was sold to the Baptists.

FREE BAPTIST CHURCH

In 1834 a group of Free Baptists was meeting in homes. Being denied the use of other public buildings, the people of Old South Congregational Church made their facilities available. These were used for several years until the group erected its own place of worship on Academy Street (hearsay reports it to be at the property now occupied by Norman Nichols). Prospering for a time, but in 1845 or 1846 uniting with the Free Baptists of Augusta, they sold this building for a dwelling.

However, there was a reorganization in 1859 and the congregations separated. In 1861 the Free Baptists put up another building, across the street, that now owned by George Robinson. The historians record that “only a few meetings were held after that time.”



UNIVERSALIST

This church was formed on May 8, 1842 and the above building put up in 1843. The front steps, a run extending from side to side, are said to have been in imitation of Pilate's house in Jerusalem. It is an interesting arrangement that half of the basement was owned separately and rented to a butcher. Commentators report that the butcher did cooking on Sundays and the appetites of the faithful were whetted during long sermons. The group was very active for nearly 50 years, though much of that time preachers from Augusta or Gardiner filled the pulpit. In 1878 the vestry (the present American Legion hall) was built on the lot of land south at a cost of \$1400. The vestry in the basement of the church was enlarged and remodeled in 1886. The church was closed in the late 1930's.

Do you know . . .

That Hallowell did more printing than any other place in the District of Maine with the exception of Portland before 1820?

That the first steamboat that went through the Bosphorus was crewed and commanded by Hallowell men?

That the first rope walk set up in the Philippine Islands was sent from Hallowell?



ST. MATTHEW'S EPISCOPAL CHURCH

The Episcopalians in Hallowell began meeting in the Unitarian Church in 1858. Consecration of their own lovely church building was held on December 12, 1860. It is of Gothic design, modeled after the village church seen frequently in England. Devoted members have made repeated gifts to equip and beautify the interior. Among these are fine memorial windows. One group of windows, which were dedicated on December 12, 1930 (the 70th anniversary of the consecration of the building) portray in antique glass the birth of Christ. They show the holy family with shepherds and wise men in the large central panel. The sidelights have kneeling angels with harp and censor.



SACRED HEART CHURCH

For many years the Roman Catholics of Hallowell would walk 18 miles to North Whitefield to receive Holy Communion at Mass. After Saint Mary's was established they walked to Augusta for Mass. In 1878 land was purchased and the present building was raised. Much work was done by volunteers of the parish. The first Mass was celebrated in the Church in November of the same year. Many thousands of dollars were spent in permanent improvements from 1905-1922. Notable among these was the addition of an organ made by Jesse Woodbury Co. of Boston.



MARITIME HISTORY

Arthur R. Moore

Only the three-blast signal, from the whistle of an occasional oil tanker, saluting the children along lower Water St. whose shrill voices cry out, "Blow your whistle," is all that is left to remind the people of Hallowell of the glorious days when the mighty Kennebec was an important factor in the growth and development of Hallowell and the Kennebec Valley.

Gone, never to return, are the sailing packets which brought general merchandise to the shop keepers of Hallowell before the advent of the steam train. Gone, too, are the days of the two and three masted schooners that came to Hallowell loaded with coal and departed loaded with lumber, ice, or granite; and the passenger and freight steamers that connected Hallowell with the Boston boat at Gardiner; and the excursion steamers, with their happy throngs of people, bound for Boothbay and the Islands on a hot summer's day; the multi-colored barges, their holds filled with coal to heat homes and factories, bound for Hallowell in tow of the steam tugboat, these barges reluctantly having to give way to the oil tanker as people began converting to oil burners.

The last surviving coal dock, now falling into the river, and slowly being obliterated by bushes and trees, is all that is left to remind us of the era of the coal barge.

And now, the day is not far off when the oil tanker will disappear from the Hallowell scene bowing out in favor of pipelines and huge tank trucks.

So, when the last oil tanker sounds a parting salute on her whistle to the City of Hallowell, it will be then that the final curtain will fall on the glorious career of a mighty river, its commercial use to the Kennebec Valley ended by the hectic pace of the world today when everything must be done with the utmost speed.

No more will the waters of the Upper Kennebec be graced by the hulls of vessels carrying their cargoes in and out of Hallowell. It will be then that the heart-aching tragedy of this thing called progress will have finally triumphed over a once mighty but still proud river. The Kennebec will have done its work and will have done it well. Her past is a great past. She lies waiting, hoping for a new role in Hallowell's history.

Shortly after its settlement, Hallowell became the most important place of business on the Kennebec above Bath. This was due to the thriving maritime business carried on between Hallowell and Boston, New York and the West Indies.


Just before the Revolutionary War enterprising men had laid out the Coos Trail from Hallowell to Errol, N. H., which provided a shorter route to tidewater than by way of the Connecticut River. After the Revolution ended, Hallowell was a region of great promise because of this route. The settlers along its shores, feeling that the Kennebec was a natural outlet from Canada to the sea via the Coos Trail, had visions of a busy trade from the surrounding countries, Upper New Hampshire, Vermont, and the provinces.

This was not to be, as the Atlantic and St. Lawrence Railroad took away the trade of Oxford County and destroyed all hopes of changing the direction of the markets of Upper New Hampshire and Canada. The construction of the railroad to Farmington carried that trade away from the river and the building of the railroad from Waterville to Lewiston via Winthrop still further restricted the maritime trade of Hallowell and left it the local business only which at that time was growing fast.

Following the Revolution passengers and freight were carried in and out of Hallowell by the sailing packet. The best known at that time was the schooner *Kennebec Packet* that ran between Hallowell and Boston. Other packets that ran irregularly out of Hallowell were the *Catherine* and *Kennebec Trader*.

The first regular line of passenger packets to run between Hallowell and Boston with their sailing times advertised started about 1831.

KENNEBEC LINE OF PACKETS.



THE following Vessels compose the Line for the ensuing season—

Schr BANNER,	J. BLISH,
do NILE,	I. SMITH,
do AVON,	A. BROWN.

The Vessels are all of the first class. One will sail every Wednesday from Hallowell, and one from Boston every Saturday. Apply to S. C. WHITTIER & Co, Agents at Hallowell, and S. L. CUTTER, Boston. The Line intends to have a man to receive and deliver all Goods that may be carried by them, and to have all freight bills ready to settle on the delivery of said Goods, as Merchants at a distance have had some trouble in finding their bills, and the Masters have had much trouble and expense in collecting their bills—therefore we think this course advisable, as it is customary to settle freight bills on delivery of Goods in all other Ports.

Hallowell, April 2, 1833. 14

Cheap for CASH!

THE Subscriber, not having disposed of his stock of CROCKERY at Auction, offers the same at re-

Advertisement from "THE AMERICAN ADVOCATE" of July 17, 1833

In 1845 two other packet lines were started from Hallowell to Boston. One was the Flagg Line composed of the schooners *Gazelle*, *Van Buren*, *Advent*, and *Jane*. The other was the Union Line composed of the schooners *Somerset*, *Waterville*, *Harriet Ann*, and *Consul*.

SHIP NEWS....Port of Hallowell.		
ARRIVED.		
July 11—	slp Susan, Tripp, New Bedford	
	sch Madawaska, Kelley, New York	
	" Sidney, Dickman, Boston	
	" Sally Ann, Perry, do	
	" Watchman, Bucknam, North Yarmouth	
	" Only Daughter, Philbrick, Salem	
	" Albicore, Smith, Portland	
	" Lady, Aubins, New York	
	" Helen, Dingley, Boston	
13—	" Hallespont, Beck, New Bedford	
	" Clew, Pike, Eastport	
	" Eliza and Nancy, Withers, Falmouth	
	slp Van Buren, (new) Fowler, Salisbury	
	slp Syren, Low, Portland	
14—	sch Emerald, Perkins, Boston	
	" Eliza Ann, Norton, Cape Ann	
	" Albany, Bishop, New York	
	" Avon, West, Boston	
	" Jane, Lewis, Salem	
	" Fame, Cales, Portland	
	slp Bolivar, Springer, New Bedford	
	" Hero, Butler, Salem	
	" Franklin, Stone, Thomaston	
15—	sch Mary, Raynes, Newburyport	
SAILED.		
July 9—	slp Fair Play, Osgood, Newburyport	
	" Sabina, do do	
	" Combine, do do	
	" Primus, Pulsifer, Salem	
10—	" Quicklime, Long, Thomaston	
	sch Banner, Blish, Boston	
	" Actress, Soule, do	
	" Hamblinton, do	
	" Washington, Springer, do	
	" Caspian, Bickford, Newburyport	
	" Don Quixotte, Caldwell, Boston	
	slp Otho, Getchell, do	
	" Lapwing, Pray, Portland	
	" Traveller, Caldwell, Salem	
12—	sch Magnet, Parsons, Washington City	
	" Boston, Blanchard, New York, (granite)	
	" York, Hodgkins, Salem	
	" Oaklands, West, New Bedford	
14—	" Meridian, Mathews, N. York, (granite)	
16—	sch Susan, Low, Portland	

Advertisement from "THE AMERICAN ADVOCATE" of July 17, 1833. Name of Vessel, name of Captain, and Port arrived from or departed for listed in that order.

During the era of the packet boats steam gradually came into being and long before passenger sailing craft ceased running on the river the steamboat had begun to appear on the Kennebec. Many of the early steamboats carried sails to comfort passengers who did not have too much faith in this new method of propulsion.

The first steamboat to arrive in the Kennebec from other parts was the *Tom Thumb* in 1819. She was an open boat, 28 feet long, with an exposed engine, and paddlewheels. Highly ridiculed up and down the Kennebec at first she turned out to be very successful on the Bath-Hallowell route.

In 1823 the steamer *Waterville* was built to run between Hallowell and Bath to connect with the *Patent* which was on the Bath-Boston run.

For Hallowell residents the steamboat business started out in earnest in 1836 when a company was formed to run a steamer from Gardiner to Boston. Their first steamer was the *New England*. A vessel of 307 tons and 173 feet long, she was sunk in a collision with the schooner *Curlew* off Boon Island on May 31, 1838.

At this time the steamer *MacDonough*, 300 tons and 146 feet long, ran between Hallowell and Portland. In 1838 she was replaced by the steamer *Clifton*.

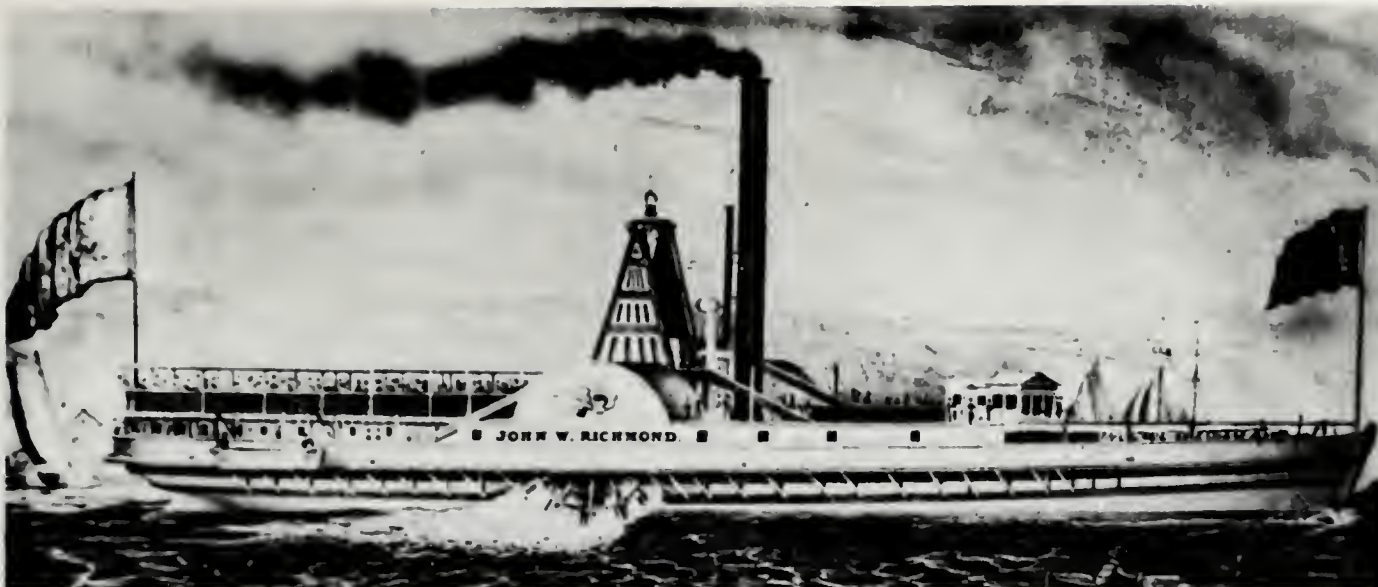
After the *New England* was sunk the steamer *Huntress* was put on the route but in 1839 her terminus was moved from Gardiner to Hallowell. The *Huntress*, classed as one of the fastest sidewheelers of her time, measured 333 tons, 172 feet long and 23½ feet beam. Built in New York in 1838, she was brand new when she came on the Kennebec run.

Opposition to the local company sprang up when Commodore Vanderbilt, sensing that there was money to be made on the Kennebec put a steamer called the *Augusta* in the Hallowell-Boston route. The *Augusta*, a new vessel recently built in New York, proved inadequate against the *Huntress*. So Vanderbilt had another steamer built bearing his name. The *C. Vanderbilt* was a sidewheeler 175 feet long and 24 feet beam.

The *Huntress* quickly challenged the *Vanderbilt* to a race between Boston and Gardiner. The *Huntress* won, arriving in Gardiner about one mile ahead of her rival. Convinced that he could not beat the *Huntress*, Vanderbilt bought her from the local company. After threatening to run the *Huntress* in opposition to the local company, he sold her back to the original owners for a tidy profit of \$10,000. He then left the Kennebec scene never to return.

On July 2, 1847, the *Huntress* became famous when she made a special trip from Portland to Hallowell carrying President James K. Polk and his Secretary of State James Buchanan, later President himself, on a state visit. President Polk and his party were taken from Hallowell to Augusta by carriage after a visit to the state capital and the Oaklands at Gardiner. He boarded the *Huntress* at Gardiner and was taken back to Portland.

The *Huntress* was succeeded on the Hallowell-Boston route in 1840 by the *J. W. Richmond*, the largest and ablest boat of her time on the Maine coast. She was on this run until Sept. 30, 1843, when she burned at her dock in Hallowell. The *Richmond* was followed by the *Penobscot*, *Kennebec II*, *Ocean* and *Governor* on this route.



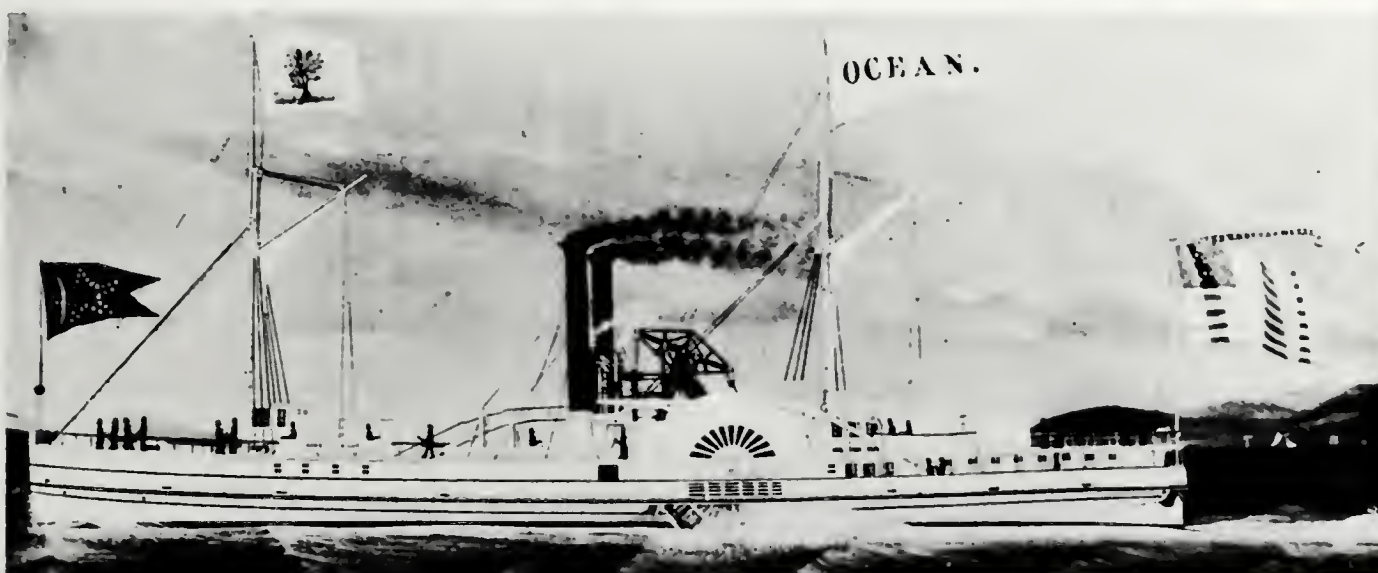
SS JOHN W. RICHMOND

Built 1838. 210 feet long, 28 feet breadth, 10 feet deep, 320 tons. On the Hallowell-Boston run 1839-1843. Docked at the steamboat wharf south of Shepherd's Pt.



SS PENOBSCOT I and KENNEBEC II

Penobscot built 1843. Placed on Hallowell-Boston route after JOHN W. RICHMOND was destroyed by fire. On this run until 1845. Measured 196 feet long, 26 feet breadth, 10½ feet deep; 494 tons. KENNEBEC II built 1845 placed immediately on Hallowell-Boston Route. On this run until 1849. Measured 212 feet long, 26½ feet breadth, 10½ feet deep; 480 tons.



SS OCEAN


Built 1849. Measured 223 feet long, 28 feet breadth, 11 feet deep; 658 tons. On the Hallowell-Boston route from 1849 until 1854. Rammed and sunk while leaving Boston Harbor by the Cunard Steamship CANADA on November 24, 1854.

After the railroad reached Portsmouth in 1841, a steamer called the *New York Beach* made regular runs between Hallowell and that port. When the railroad reached Portland about a year later, the steamer *Telegraph* was put on the Hallowell-Portland route.

Between 1843 and 1850 Kennebec Valley residents enjoyed low passenger fares between Hallowell and Boston due to the cut throat competition between steamboat lines who were trying to keep the railroad

Boston & Lowell:
FARE REDUCED!
\$1.00 to BOSTON--\$1.75 to LOWELL.

The New, Safe and Fast Sailing


STEAMER OCEAN,
CAPT. E. H. SANFORD.

UNTIL further notice, will leave Steamboat Wharf, Hallowell, every

MONDAY AND THURSDAY,

for Boston, at half-past two, Gardiner at three, and Bath at six o'clock, P. M.
RETURNS—Leaves Foster's Wharf, Boston, every Tuesday and Friday Evenings.

The Ocean is a new boat, built expressly for this route, is well furnished with boats and fire engines; and her good qualities as a sea boat, with her splendid accommodations will render her a great favorite with the traveling public, and the proprietors hope to have a share of the business the coming season.

Stages will be in readiness on the arrival of the Ocean in Hallowell, to carry passengers to Winthrop, Readfield, Wilton, Livermore, Farmington, Dixfield, Canton, Shawhego, Norridgewock, Waterville, &c.

The steamer CLINTON will also be in readiness to take freight and passengers to and from Waterville on the days of arrival and sailing.

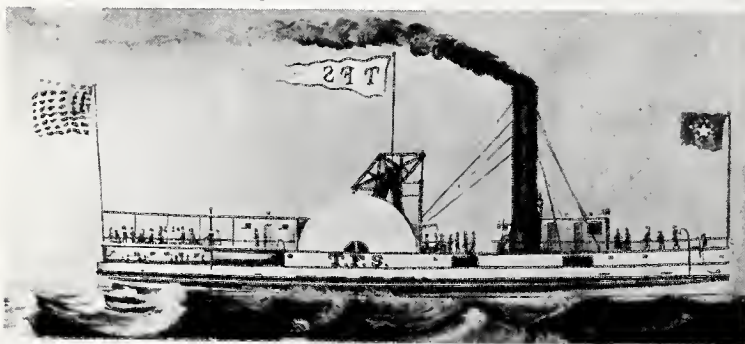
A. H. HOWARD, AGENT.
Hallowell, Aug. 1853.

Goods will be insured by the steamer OCEAN for one-fourth of one per cent, if required, by applying to the AGENT, without charge for Policy.

Season Arrangement.

out of the passenger business. This competition and rate cutting started when a New York company put a steamer called the *Splendid* on the route in opposition to the regular line. At one time passengers were actually paid twenty-five cents to make the trip.

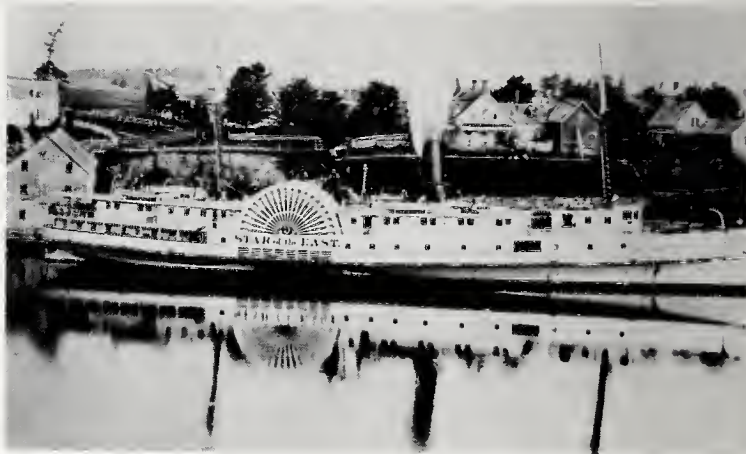
In 1850 the steamer *T. F. Secor* was placed on the Hallowell-Bath route connecting with the Kennebec and Portland R. R. at Bath. When the railroad reached Richmond she plied between Hallowell and that place. An ad in the Hallowell Gazette of July 12, 1856 shows this vessel making three trips a week from Hallowell to Portland.



SS T. F. SECOR

Built 1846, 130 feet long, 210 tons. Ran out of Hallowell to Richmond, Bath and Portland. Sold to U. S. Government in 1863 for Civil War Service.

In 1857 the Kennebec and Boston Steamboat Company was formed by a group of Gardiner and Hallowell men. Their first steamer was the *Eastern Queen*, running between Hallowell and Boston. This company had a monopoly of the river traffic until 1865 when an opposition line, formed at Bath, put a steamer called the *Daniel Webster* on the route. The local company countered with a new palatial steamer called the *Star of the East*, costing \$180,000 to build. The local company ran the *Eastern Queen* and the *Star of the East*



SS STAR OF THE EAST at her dock in Richmond

SS "STAR OF THE EAST"—Built 1866 in the shipyard of John Englis and Son, Brooklyn, N. Y. to run between Boston and Hallowell. A top flight performer of her day, she was 1413 tons and driven by a 700 H.P. engine. Her measurements were 244 ft. long, 35 ft. beam, and 12.8 ft. deep. Owned by the newly formed Kennebec Steamboat Co. From 1870 'til 1889 the "STAR OF THE EAST" was the only Boston Boat on the Kennebec route and made two trips weekly. Rebuilt and modernized in 1889 and renamed SAGADAHOC. Under this name saw considerable service between Boston and Gardiner.

Purchased by N. Y. steamboat interests in later years and ran out of New York City on Long Island Sound as the **GREENPORT**. Wound up her days on the Hudson River running between New York and Troy.

in opposition to the Bath company's *Daniel Webster* and *Eastern City*. This started the fare cutting again until the price of a ticket to Boston had dropped as low as twenty-five cents. This was too much for the Bath company and at the end of 1866 they sold their boats and closed their doors. The Kennebec company once more had the river to themselves.

The *Della Collins* appeared on the Hallowell scene in 1879, having replaced the *Clarion* which connected Hallowell with the Boston boat at Gardiner.



The DELLA COLLINS at Eastern Steamship Company Wharf foot of Winthrop Street

In 1902 the Eastern S.S. Co. bought out the Kennebec Company who had controlled the passenger traffic on the Kennebec River for over 50 years.

The *Della Collins* was replaced by the new steamer *City of Augusta* in 1905. This vessel met the Boston boats at Gardiner. When the tide was too low for the Boston boat to get to Gardiner, the *City of Augusta* ran to Bath to transfer her freight and passengers.

SS "DELLA COLLINS"

Built in East Boston in 1879 to replace the *Clarion* which connected Hallowell and Augusta with the Boston boat at Gardiner. Started her Kennebec run in May of the same year.

Measured 106 ft. long and 20 ft. wide. Said to float anywhere there happened to be a heavy dew. Her Captain, Ira Lewis of Five Islands, once said, "To turn her around with a breeze of wind blowing it took the whole width of the river and part of the adjacent pasture."

She was equipped with three rudders and an old fashioned horizontal engine built by Warren Robbins of Gardiner. The big hind wheel that pushed her was 36 ft. in circumference. She was named for the daughter of Capt. Jason Collins who was well known as the skipper of the *Star of the East*.

Often the target for good natured fun, she was never held in very high esteem by Kennebec Valley residents. She was often referred to as a "wheelbarrow steamer." The old *Della* never inspired love in the hearts of the men who had to sail her either. She required expert handling. Enlarging upon the remarks that she was just "naturally ornery," one of her Captains said, "She was afraid of the cars."

In her last years she ran between Bath and Augusta stopping at Richmond, Gardiner, Randolph and Hallowell. Retired in 1905 following the Eastern S.S. Co. decision to build a new steamer. She was dismantled in 1906.



SS CITY OF AUGUSTA passing Cedar Grove bound up river, 1906

Between 1903-1926 the Augusta, Gardiner and Boothbay Steamboat Co. ran four steamers on a regular schedule between Augusta and Boothbay. They were the *Islander I*, *Gardiner*, *Islander II* and *The Virginia*. The *Islander I*, *Gardiner* and *Islander II* used the Eastern S.S. Co. wharf in Hallowell. The *Islander II* and *Virginia* docked at Wingate's wharf during the last few years of their service. The *Virginia* was the last regular passenger steamer to sail from Hallowell.



"ISLANDER II backing away from the Eastern S. S. Co. wharf at Boothbay Harbor." — Considered by conservative steamboat men to be the fastest thing on the river, the ISLANDER was launched at East Boothbay on April 18, 1908. Built for the Augusta, Gardiner, and Boothbay Steamboat Co. to replace the steamer GARDINER. She measured 85 tons, 80.9 ft. long, 19.6 ft. wide, 6.8 ft. deep and carried 340 passengers.

A description of the new boat given out at the time of her launching says that "the cabin furnishings are modern and elegant. The ladies' cabin will have a heavy Wilton Carpet and on the main cabin floor will be placed a linoleum. The upper deck will have accommodations for 14 settees."

An article from the Bath Times of Sept. 29, 1908 states that the ISLANDER steamed a distance of 14,300 miles and carried more than 20,000 passengers.

* * * * *



"Steamer GARDINER leaving her dock at Gardiner bound up river to Hallowell and Augusta." — This vessel replaced the first ISLANDER on the Augusta-Hallowell-Boothbay route in the early nineties and was on the run until replaced by the ISLANDER II. Built in 1893 at Bath she measured 38 tons, 65 ft. long, 14.3 ft. wide, 5 ft. depth and carried a crew of four.

SS "CITY OF AUGUSTA"

Built 1906 in East Boston to replace the *Della Collins*. First appeared in Kennebec waters on April 19, 1906 for service on the Bath-Hallowell-Augusta route of the Eastern SS Co. Her duty was to meet the SS *Ransom B. Fuller* on her arrival at Bath from Boston taking passengers and freight from the large vessel and transporting them to the up river cities.

She was 330 tons, 150 ft. long, 31.3 ft. beam, 6.5 ft. deep and carried a crew of twelve.

Before she had been on the Kennebec 48 hours the verdict was laid down that she was "somebody's bad mistake." She had all the bad habits of the *Della Collins* and some of her own, plus the fact that she wasn't much for looks.

Having only one rudder and a 2" keel she steered badly and was unmanageable when she had headway with the engines stopped. The rudder might as well have been on deck for all the effect it had on her heading.

On her first trip to Hallowell Capt. Lewis had his hands full getting into the dock there. He spent 45 minutes trying to get the bow headed up into the freshet. He was way down off Wingate's Wharf before he finally got rounded to. After this experience he told the owners to get a new master.

If this wasn't enough, the fourth day on the river, she piled up on Winslow's Ledges, a few minutes out

Announcement of New Service Augusta, Gardiner and Boothbay Steamboat Co.



AUGUSTA, Gardiner and Boothbay Steamboat Company announces new and additional service for the season of 1922, with two newly conditioned, staunch and speedy steamers, the "Islander" and "Virginia."

From April 10 until May 18 a steamer will leave Boothbay Harbor at 7 o'clock A. M. daily (except Sunday) for Bath, returning from Bath at 2.45 P. M.

On and after May 20 a steamer will leave Augusta at 7.05 A. M. daily (Sunday included) for Boothbay Harbor and the Islands, returning from Boothbay Harbor at 1.30 P. M.

On and after June 15, in addition to the steamer running daily from Augusta a steamer will leave Boothbay Harbor daily (except Sunday) for Bath, at 7 A. M., making two return trips between Bath and Boothbay Harbor and the Islands, arrivals and departures at and from Bath to be later definitely arranged in connection with train arrivals and departures of Maine Central Railroad Company at Bath.

The company occupies the City Landing at Bath, accessible to the business section of the city and the nearest landing to the Railroad Station.

On the Kennebec River, our steamers land at Augusta, Hallowell, Gardiner, Cedar Grove, Richmond and Bath and our service includes Boothbay Harbor, Ocean Point, Squirrel Island, Capitol Island, Southport and Isle of Springs.

At Augusta, we connect with trains of the Maine Central Railroad Company and electric cars running to Waterville, Lewiston, Winthrop and Togus. At Bath, besides our connection with trains of the Maine Central Railroad Company, our steamers connect with electric cars running to New Meadows Inn and Brunswick and with steamers for Five Islands and the landings along the route of the Popham Beach Steamboat Company.

We shall be glad at all times to answer any inquiries concerning our service and give any desired information at hand concerning the locality which we serve.

For information, apply to

WALTER M. SANBORN, Treasurer and Manager,
Augusta, Maine.

of Bath, after refusing to respond to the rudder. The following day she was towed to Boston where she had a second rudder installed forward of the wheel and her keel was raised up to 8". This greatly improved her handling. In addition, the freight deck was raised up 18" and pilothouse rebuilt.

She came back to the river to make a fresh start. A better handling boat, she went on to establish a fine record. She left Portland in 1917 for new owners in Jacksonville, Florida, as a ferry, then to Savannah as an excursion steamer, and ended up as a floating night club.



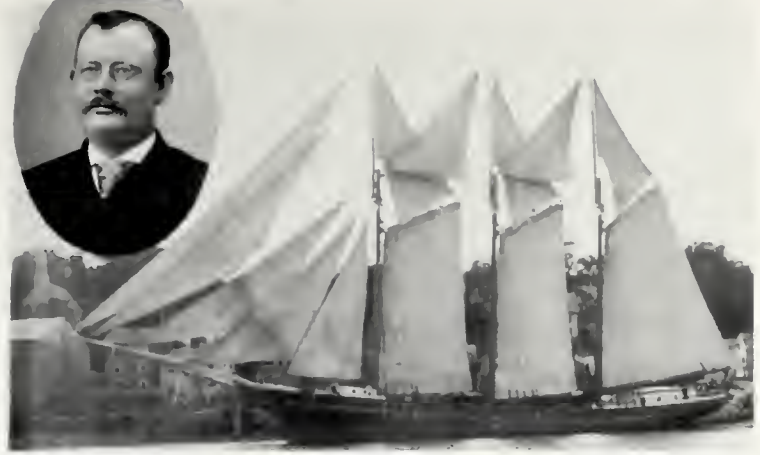
STEAMER "LIZZIE M. SNOW" approaching Hallowell — This friendly old steamer made Hallowell a regular stop on her run between Augusta and Bath. From 1905 to 1910, she made this run in the spring before the ISLANDER started her regular summer schedule and in the fall after the ISLANDER went into winter quarters. Although small, she was serviceable because she could make landings alongside many of the vessels that were strung out all along the river between Bath and Augusta. Built in 1889 at Brewer, she measured 17 tons, 35.7 ft. long, 9.9 ft. wide, 3.9 ft. deep and carried a crew of two.

Seen along the Hallowell waterfront at the same time as the steamers was another type of vessel, the two and three masted schooner. Inbound they brought coal to Hallowell. Outbound, they carried granite, lumber or ice. Among the schooners sailing in and out of Hallowell, during this period, the *Abenaki*, *Emma S. Briggs*, *Henrietta Simmons* and *Mary E. Olys* were a few of the most prominent.



View of the Hallowell waterfront in the old days

The Hallowell Granite Company shipped a tremendous amount of granite in schooners and barges. At one time they owned their own fleet of schooners. The old wharf of the Hallowell Granite Co. is plainly visible today at the foot of Temple St. It is now used by the city for a parking lot. The outer edge of the wharf is in fairly good shape and some of the round granite bollards are still there.



Schooner JEREMIAH SMITH
Moored at Hallowell — Owned by the Hallowell Granite Co. Built in 1888 at New London, Conn. Measures 143.9 feet long, 35 feet wide, and 10.3 feet deep.

In the early 1900's the schooner finally gave way to the barge as the freight rates on bulk cargoes steadily dropped. The tug and barge could offer more economical transportation than the schooner as the upkeep of a barge was much less and it took less manpower.

Coal was brought to Hallowell in barges from the ports of Philadelphia, Norfolk, and Perth Amboy, N. J. as late as Nov. 27, 1941. This last load of coal was brought to F. S. Wingate by the barge *Robert H. McCracken* of the Philadelphia and Reading Coal Co.



Tug SEGUIN beached and sunk above Richmond Bridge after hitting bridge June 18, 1940



Tug SEGUIN passing through draw of Richmond-Dresden Bridge



Barge BAST anchored north of Richmond Bridge. She was bound for Hallowell being towed by the tug SEGUIN when the tug collided with the bridge and sunk.

The *McCracken* was towed by the *Seguin*. With the departure of this barge, another segment of Hallowell's maritime trade disappeared from the waterfront.

This news clipping from the Bath Daily Times of June 29, 1909 tells of one of the many loads of coal shipped to Hallowell by water:

"The large 3 masted steel barge BUFFALO from Perth Amboy, N.J. has made her second trip to the Kennebec. This time she brought 1321 tons of coal now being discharged at the F. S. Wingate sheds. This said to be the largest cargo of coal taken to Hallowell. The vessel drew 12 feet, 11 inches."

Plans were laid in 1959 by the Pocahontas Coal Co. of West Virginia to ship soft coal to Hallowell by water and from there truck it to industries in the valley. On June 18, 1959 the barge *Blanche Sheridan* towed by



Barge BLANCHE SHERIDAN bound through the Richmond Bridge after unsuccessful attempt to reach Hallowell.

the tug *Mary D.* of Boston, arrived at the mouth of the Kennebec from Providence, R. I. loaded with 1400 tons of coal bound for Wingate's wharf in Hallowell. Due to a strong freshet it was decided to tie the barge up at Gardiner. Hopes of reaching Hallowell were dashed when the freshet did not reside. After a two day wait at Gardiner, the barge was shifted to South Gardiner and discharged there.

Thus the dream of a revival of the shipping of coal to Hallowell by water faded away.

On October 1, 1920, Socony-Vacuum Oil Co. opened a bulk oil plant on Oil Cloth Point in Hallowell. The tanker *Rockland Socony* was the first to arrive at this plant. Due to a pipeline opening between Portland and this plant the final load shipped by water arrived on Dec. 20, 1948, delivered by the tanker *Poughkeepsie Socony*.

"SEGUIN"

A craft richly associated with Hallowell Maritime history having towed schooners and barges in and out of Hallowell for many years. One of the few craft that has plied Maine Waters for over three-quarters century. May well be the oldest steam tug in the country still in service.

Built, repaired, and operated by Maine men since launched in Bath 1884. Measurements are 88.1 ft. long, 19.8 ft. wide, 9.5 ft. deep. She is 96 tons and carries a crew of six. Her hull was rebuilt at Boothbay in 1942, her present engine was rebuilt by the Portland Co. over 50 years ago, and a new boiler was installed at Bath in 1946.

Served under three house flags: the Knickerbocker Towage Co., Kennebec Towage Co., and the Bath Iron Works, before being bought by the Eastern Maine Towing Co. in 1949.

Out of all the years of operation on the Kennebec the *Seguin* suffered only one accident. On June 18, 1940, she struck a submerged pier in the east draw of the Richmond-Dresden Bridge. At the time she was bound for Hallowell with a loaded coal barge. The tug was holed on the starboard side of the hull and beached on the Dresden shore before she could sink completely. A diver patched up the hole. She was then pumped out and towed to Portland for repairs.

For many years this was the only tug on the Kennebec. Today she steams out of Belfast and works frequently docking ships and towing barges. It is said by her Captain and crew, past and present, "she can't be worn out."



M/V "NEW YORK SOCONY" — Frequently seen on the Hallowell waterfront in the nineteen thirties and early forties the "NEW YORK SOCONY" measured 263 feet long, 45.6 feet beam and 15.6 feet deep. She made her last trip to Hallowell in November 1942.

The NEW YORK SOCONY, although versatile, was designed and built for the more rugged coastwise service. On March 23, 1943 she was requisitioned by and sold to the War Shipping Administration for World War II duty with the Navy. As the USS CONASAGUA she was in the armada of combatant vessels which invaded Normandy in June 1944. Later in December 1944 she was allocated to the Free French under the Lend Lease program, and served in the Mediterranean until the war's end.

—Arthur R. Moore

Hallowell became the location of another bulk oil plant when the Colonial Beacon Oil Co., later Esso Standard Oil, built tanks on the land known as the Muster Field. This plant opened for business in 1938. The tanker *New York Socony* delivered the first shipment soon after. From a peak of seventy tankers received in 1952, this plant now receives about a dozen tankers a year.



Frank Hassen and dog "Zukie" approaching Hallowell Ferry Landing

This last remaining ferry on the Kennebec went out of business in 1960 with the death of its owner Frank Hassen of Chelsea. This ferry had run between Hallowell and Chelsea since the Bridge went out in the

freshet of 1871. It landed at an open float located at the site of the old Eastern Steamship Co. wharf at the foot of Winthrop St. It was an oar-propelled, open skiff squared at both ends and held six passengers.

Mr. Hassen had operated this ferry since 1931 when he took it over from Lewis Burbank. He received a daily wage from Chelsea and Hallowell, plus the ten cent fare from each passenger.

If the ferry was not at the landing, the ringing of a loud bell located in each ferry house would bring the ferry across the river.

To the people who lived on the Point in Chelsea, this ferry was the most convenient link with the Hallowell Business district. Mr. Hassen and his ferry will long be remembered by Chelsea students attending Hallowell High School and Chelsea people attending Hallowell churches.

Thus, the few remaining oil tankers are all that is left of the maritime business of a city that once was wholly dependent upon the river for its existence.

HORSE STOLEN



Niles Livery Stable

Driven from Stable of L. W. NILES & CO.,
(4,731 Association,) FRIDAY, JULY 22, 1892,

AND NOW SUPPOSED TO HAVE BEEN STOLEN.

One Sorrel Horse, blocky build, 17 or 18 years old, two spavins; weight 800; white spot on weathers in main, heavy foretop, scar on back from lady's side saddle; Banner Spring wagon, Moyer make, painted black, needed varnish; iron on top of shaft in the bend, one side of seat been crashed. Harness silver trimmed, side check, open bridle. Supposed thief about 30 years old, medium height and weight, light complexion.

Any information, telegraph at once, at our expense to

E. W. MADDOX, CITY MARSHAL, or
L. W. NILES & CO., Hallowell, Me.

Hallowell, Maine, July 25th, 1892.



THE HALLOWELL BRIDGE

FOLLOWING the financial panic of 1857, the citizens of Hallowell were anxious that the town return to its previous prosperity; and one of the ideas to increase business was that Hallowell should have a bridge. Togus was being developed as a resort area with the building of a grand hotel where people could come and enjoy the waters of its spring. People coming by train could then find direct transportation as it would be the shortest route by team and would also aid in the residential development of Chelsea.

A request for a charter was granted; and at a meeting held at the American Bank on September 11, 1858, the charter was accepted. Hallowell's share of the stock was to be 10,000 shares at \$10.00 a share.

On September 18, 1858, another large meeting was held, two thirds of the stock was sold, and the Corporation permanently organized. William R. Prescott was elected President, Peter Atherton—Treasurer, and D. P. Livermore—Clerk. Plans were formulated to begin immediate construction.

In August of the next year, the pivot pier of the bridge was in the course of construction, and two others followed in rapid succession. The base of these was

constructed of timbers which were dovetailed and bolted together from the bottom of the river to low water mark, surmounted by granite blocks and firmly laid to a height of 16 feet.

By September, the piers — seven in number — were completed. The contractor for these piers was a Mr. Bell. A Mr. Tufts was the contractor for the building of the superstructure.

The lumber used was the American Larch, commonly known as hackmatack. It is hard and tough and was much used in shipbuilding. While hackmatack is a comparatively uncommon growth in this section, it may be believed that the Hallowell shipbuilders and the builder of the ill-fated bridge drew a great deal on the county's supply.

On February 13, 1860, the Hallowell citizens voted 232 to 98 for the Bridge Loan question and voted to grant aid. Chelsea repudiated the loan by a large majority.

On April 15, 1860, the bridge was in running order and on the 20th, commenced collecting tolls.

The bridge tender's house was at the western end of the bridge, and Gorham Evans was the collector of tolls and the operator of the draw.



The bridge was destined for a short life, for on Sunday, October 3, 1869, it started to rain and it continued for three days; as a result of this freshet, the two western piers were carried away. A flood on February 20, 1870, resulted in an extremely heavy ice flow which lifted the remaining part of the superstructure, and it was literally carried down the river on top of the ice.

An interesting note to this sad saga is that a lot of the wooden structure was salvaged and was used in the

foundation and framing of a house which was built on the site now occupied by the Malcolm Cadillac-Oldsmobile Company.

The late Governor Bodwell offered to pay \$20,000 toward the rebuilding of the structure; but by this time a neighboring bridge had become toll-free, and the idea of building another bridge was not thought feasible.

—V. P. Ledew



Ruins of Hallowell-Chelsea Bridge, 1870

THE ELECTRIC CAR LINE

THE Augusta, Hallowell and Gardiner Railroad, an electric railway, was built in 1890. According to that year's annual report of the road commissioners, the road "... is located through the main streets of Augusta, and extends along the county road, and through the streets of Hallowell and Farmingdale to a point near the passenger station of the Maine Central Railroad at Gardiner.

"The track is laid with steel rails and well secured; the road-bed is generally well graded, but is too narrow in several places, and should be widened and ditched. The bridges are wooden trestles and pile structures, fairly well built. The crossings of the Maine Central Railroad, at the foot of Rines' hill in Augusta and Loudon Hill in Hallowell are dangerous, and every precaution should be adopted to guard against accidents. The rolling stock is first class. The company has a good car-house and workshop at Hallowell. The road is carefully operated and under good management."

That same year the Company employed 31 persons and operated nine passenger cars. The rail the cars ran on was a light 40 pounds.

The report of the following year indicated that the line was operating seven miles of track and in addition had a mile of yard track and siding.

The A. G. & H. was succeeded by the Augusta, Winthrop and Gardiner Railway with a line running out from Western Avenue to Island Park, Baileyville and Maranacook. A branch also extended to Togus where an amusement park operated near the Old Soldiers Home.

The Lewiston, Augusta and Waterville Street Railway was organized on October 23, 1902, and was taken over by Cumberland County Power and Light Company on February 1, 1912, and operated as a subsidiary.

The Lewiston, Augusta and Waterville was one of the four major electric railway systems of Maine. As was true of most larger traction systems, the L. A. & W. consolidated the operations of several smaller lines. Among its predecessors were the Lewiston, Brunswick and Bath Electric Railroad, the Auburn and Turner Railway and the Augusta, Gardiner and Hallowell.

In 1915, the L. A. & W. with 152.9 miles of track served the communities of Lewiston, Auburn, Augusta, Waterville, Bath, Brunswick, Freeport, Yarmouth, Topsham, Lisbon, Minot, Mechanic Falls, Turner, Webster, Litchfield, Wales, South Monmouth, Gardiner, Farmingdale, Hallowell, Manchester, Winthrop, Chelsea (Togus), Vassalboro and Winslow.



Laying Track in 1890

In 1919 the system was reorganized as the Androscoggin and Kennebec Railway.

Decreasing business made the discontinuance of service on this road, as well as all of the company's Kennebec lines, imperative and permission was granted by the Public Utilities Commission to quit service on July 31, 1932. Bus service by another company replaced the cars between Augusta and Gardiner.

The forerunner of the majority of street car lines was the horse-drawn car, but these were never used on the Augusta, Hallowell and Gardiner Railroad.

—V. P. Ledew





Old Car Number 12



Trestle over Milliken's Crossing

FLOODS

From 1870 to 1936



1870



*Over the Years
Kennebec River
Rose into Hallowell Streets
1896*





Dr. Howard H. Milliken on Water Street During 1936 Flood



The Kennebec River grows more angry with the passing years. Wallace R. Brant, Ellsworth grocer, points to the record high water mark on the corner of his store at 13 Water Street, established on the ill-fated night of Friday March 13, 1936. The three previous high marks are seen below. Forty-three inches below is the line of the high water mark of March 2, 1896 which held for forty years. Two feet below that is the mark of Feb. 20, 1876 set in granite, and at the foot of the pillar can be seen the first mark, recorded with the legend "Height of water March 26, 1826."



1936

MILITARY HISTORY OF HALLOWELL

HALLOWELL owes her first permanent settlement to two military facts: The protection against the Indians provided by the erection of Fort Western and Fort Halifax in 1754, and the protection against the French provided by Wolfe's capture of Quebec in 1759.

Before those years, Indians had passed through the City on their way from their Maine villages or their mission encampments to attack the English settlements down river. English soldiers had passed through the City on their occasional attempts to carry the war into the Indian country. These opposing forces were in equilibrium quite some distance down river, where by 1750 forts at Richmond marked the northern limit of white settlement, only a few miles from the northern limit of a century and a quarter before.

The long years of Indian warfare were hard and cruel; they developed a special type of frontiersman skilled in partisan tactics and a proportionately large group of unhappy garrison soldiers, often pressed militiamen, who manned the palisaded forts which gave protection against the savages, or if need be, against the French. But no battles were fought on the ground to become Hallowell; Hallowell provided no units nor men to the conflict. The wars just kept Hallowell unsettled — too close to the Indians for the English, too close to the English for the Indians.

The garrison at Fort Halifax, situated at the junction of the Sebasticook and Kennebec Rivers, was designed to bar the St. Francis Indians on the St. Lawrence, the Norridgewocks on the Kennebec, and the Penobscots to the East from descent upon the Maine towns; for the Kennebec was the normal route for the first two groups to reach the coast, and communication between them and the Penobscots was most convenient by the Sebasticook. Fort Halifax served its purpose, for after its erection there was no serious Indian attack below it. Wolfe's capture of Quebec and the removal of the French from Canada left the New England and Mission Indians with no source of weapons and ammunition, and also ended the constant encouragement to strife. Peace came to the Kennebec Valley. English settlers need challenge only nature and each other and might expect to die a natural death instead of one beneath a tomahawk.

Settlers began to arrive, though somewhat slowly, to the point where, in 1771, the town of Hallowell was incorporated. It then included the present City of

Augusta, Chelsea, and some more besides. Hallowell's military history, however, is that of a political body, and hence it is necessary to treat of the whole corporate body.

The town had not long to wait before it had a war to fight. It had no trouble taking sides in the Revolution, for its sympathies were wholeheartedly with the Congress. Only a few of the settlers, such as John Jones, who had come as a surveyor for the Plymouth Company, took the Loyalist part. Jones was harassed out of town for his sympathies, but in 1779 found his way to Quebec, where he became a captain in The King's Rangers commanded by Robert Rogers and from his station at Castine performed a number of clever partisan exploits, including the capture of General Charles Cushing, commander of the Lincoln County Militia, in his night clothes at Pownalborough.

The town remained strongly in support of the Provincial government. It apparently organized its militia for the first time in January, 1775. In those times substantially every able bodied man of a town belonged to the militia company, and was required to provide his own arms, ammunition and equipment. There were supposed to be training days at which the company learned its exercise and company maneuvers. Through the militia system, drafts were made when men were needed for some special occasion.

Some time early in 1776 the Hallowell company became a part of the second regiment of the Lincoln County brigade. It maintained an "alarm list" of men who were to report for duty on short notice, but the company was never called into the field, despite British attacks on Falmouth and on Castine and constant activity along the Maine coast against shipping and coastal settlements.

After the British capture of Castine in 1779, Massachusetts launched an expedition to retake the place. The Maine militia were to provide most of the men, the Lincoln County brigade, 600 of them, though the Bay furnished the generals. Captain Daniel Savage of the Hallowell company was ordered to detach 13 of his company, himself included, and they together with drafts from other companies in the county, were organized into a regiment. The Hallowell draft was ordered out June 26, 1779 and arrived at Camden July 5. In this fashion the Hallowell militia served in the ill-fated Castine expedition, which brought disgrace to its lead-

ers and no glory to its men. Participation, however, later did qualify one for veterans' pensions.

Hallowell at this time was not able to contribute greatly to the war. It was a struggling frontier settlement, with little wealth. It sent a share of men into the Massachusetts regiments, and for duty at Camden and Fort Halifax, provided for their families during their absence, found the taxes assessed upon it by the provincial government beyond its ability to pay, and finally found itself unable to meet its quota of men for the Continental Army. The little town's struggle for existence left it no margin to support the struggle for independence at the heavy level demanded of it. Even its militia company was not sufficiently equipped; some men had no weapons, some no ammunition, some neither.

Without a doubt the most exciting incident of the Revolution to Hallowell was the arrival of Arnold's expedition to Quebec. Even here present day Hallowell missed most of the excitement, for the bateaux for the river trip were built downstream at Gardiner and the troops disembarked from their transports upstream at Fort Western. For Hallowell, the indirect results of the expedition were more important, for a surprising number of the soldiers were charmed by the upper Kennebec and after the Revolution returned to settle the upriver towns and help build Hallowell as a commercial center.

After the War, Hallowell continued its growth. Along with her population grew her militia system. The years between 1790 and 1830 were the strongest years of the "common militia" system that was known to and depended upon by the framers of the Federal Constitution. It was a state system, in practice not at all controlled by the United States government. It was organized upon political lines, the inhabitants of a certain territory being organized into a "standing company." Originally the territorial limits of a company coincided with those of a town; but as population increased, the town would be divided into two or more companies. By 1800 there were both a "north company" and a "south company" in Hallowell. A busy legislature constantly changed town boundaries and created new towns until soon company bounds were quite different than town bounds.

The system was in a measure democratic. The men elected their company officers and the latter the field officers and brigade commanders. The men were required to provide their own arms and equipment and were not uniformed nor in the beginning paid for training. The system did provide an organization and a measure of training for the men. As Hallowell grew and the War of 1812 approached, her military com-

panies were more than a farce and a military masquerade.



Powder House erected during War of 1812

In addition to the standing companies, there were many so-called "independent companies." These were voluntary associations of men who provided their own uniforms — often rather showy affairs — and who met for drill more often than the standing militia. Infantry companies were usually Light Infantry, patterned after the light infantry companies of the Revolution made famous by Lafayette and by Anthony Wayne at Stony Point. Sometimes they were Riflemen. They were considered elite companies, and were attached to the common militia infantry regiments as flank companies.

Artillery companies and cavalry companies both existed and were usually attached to the militia brigades. Where more than one company of either branch existed within brigade limits, they would be organized into a battalion.

In the first years of the nineteenth century, Hallowell had both a cavalry company and an artillery company. The latter in particular had a long and excellent record. In 1811 the Hallowell Light Infantry was organized.

The Hallowell Artillery's first action was during the Malta War, so-called. The settlers who had taken up lands without deeds from the Plymouth Company became understandably hostile when that Company sought to enforce its claims of title. In the course of such

resistance, a surveyor was shot in Malta, now Windsor, by one of a group of men disguised as Indians. The disguises were insufficient to conceal their identity, and a number of them were lodged in jail at Augusta to answer to a charge of murder. There was a real threat of an attempt by their friends to rescue them. Six militia companies were called out, including one from Hallowell; and the Hallowell Artillery sent up a cannon which it planted to cover the jail entrance. There was no breach of the peace, and the militia companies were rotated on guard duty until, three weeks after mobilization, the trial jury found the jailed Indians "not guilty." This two-word treaty of peace ended the war. The curious may today at the County Court House examine the vouchers for supply of the troops and reflect upon the proportion between the large quantity of rum consumed and the small quantity of blood spilled.

These were times of strong political feeling, some of which affected the militia. So much had Maine grown that from one division in the District during Revolutionary times her militia were divided into six in 1811. Hallowell had been in the Eighth Division, Massachusetts militia, since 1783. The national spirit had not yet been fully developed and loyalties were strong to the State. When the War of 1812 broke out, it did not receive universal support and there was much opposition to it. Independent companies did not volunteer, nor were they expected to. They were to be used on call of the State authorities.

There was active recruiting by the United States Army. A company was recruited in the general area for the 9th U. S. Infantry and two for the 34th Infantry.

The campaigns of the Hallowell military units were wholly in the State service, however. In 1814, after the British had seized Eastport, June 11, and Castine, September 1, the people of Maine began to be seriously concerned for their defense. On the eleventh of September, Wiscasset reported being threatened and requested General Henry Sewall at Augusta for reinforcements. He ordered two regiments, including the Hallowell companies, and the Hallowell Artillery to march at once by companies. Mobilization and movement were so prompt that some companies were at Wiscasset the following morning: a speed which clearly enough establishes that the militia units were well organized and trained.

The militia remained on duty for forty days; but the enemy did not appear and the troops were sent home. Both Hallowell standing companies, the Light Infantry, Artillery and Cavalry all were in the field.

After the War was ended, the militia system remained vigorous for some time. The big day was the

regimental inspection and review, when the several companies gathered in response to orders and spent a day in military ceremony and exercise. These were social and commercial occasions as well, when families had an opportunity to gather and merchants and peddlers to sell their wares. The training program was often prescribed in the orders. It was often a full day.

For example, at the 1820 field review of the 1st Regiment, 1st Brigade, 2d Division in which the Hallowell companies were placed at the separation from Massachusetts, guard was mounted and the colors sent for at 9:00 A.M., not at all a late hour considering the miles some units had to travel, and the training continued until a sham battle concluded the training late in the afternoon. The Hallowell Artillery in particular was well trained; and the Regiment was quite proud of its band. Indeed, bands seem to have been an especially important part of the tactics of the times. A large part of the state military appropriation was spent on musical instruments, and this public support of music may well have had a yet unappreciated effect on the culture of the times.

As the threat of war with England seemed more and more remote, people began to feel the burden of the militia system more and more unbearable. The burden often fell unevenly, as officers who had served their time were exempt, and other large classes were exempted by various Legislatures as well. A main attraction of the muster was drink, then a nearly universal habit; but a growing temperance movement condemned musters as affording an opportunity if not a cause for insobriety, and added a very respectable class of opposition. There was serious doubt that the militia could provide troops trained adequately for war, and further doubt that the supply of arms by the private citizen soldier was a satisfactory method or any substitute workable. In the Federal Government Congress debated interminably about the militia bill but did nothing, leaving on the books the antiquated requirements of the Militia Act of 1792 that each officer provide himself with a spontoon.

Many hands whittled away at the militia. The major generals elected by the Legislature were usually chosen on political grounds, and some were not much interested in the work. Some companies refused to elect officers, though numerous meetings were called, and then when forced elected idiots or drunkards in hope that their duties would thus be less onerous. In some parts of the State, no training at all was done.

Finally, in 1843, the Legislature provided that no duties should be required of the militia except the election of officers, except in case of invasion or insurrection. The standing militia had no intention of training

without the compulsion of fines and penalties for failure; and the independent companies felt themselves so unwanted that not a single one accepted State service until 1848.

It is perhaps surprising that the militia system should collapse so completely so soon after it had once more demonstrated vitality and vigor in the Aroostook War in 1839, when two thousand militia were mobilized and concentrated in the Aroostook Valley in February, the dead of winter. Nevertheless, it did.

For furnishing a regiment of troops for the Mexican War, Maine did nothing except prepare a list of officers, who would go if there were a call for their services. No call came.

The volunteer movement began to demonstrate vitality in the State beginning with 1848. Smart uniforms, good bands, drill and social good times were prominent characteristics; but they served to keep up military interest and there were regimental encampments in the 1850's of which perhaps the most notable was that at Belfast attended by Jefferson Davis, then Secretary of War. During these years, however, Hallowell supported no company except one of Riflemen which was organized in 1855 and disbanded the following year.

This permitted Hallowell to enter the Civil War with no preparation. The State had done but little more, and the Federal authorities were no better.

The militia laws had for two decades been better designed to prevent training than to improve it, and it was now found that though Maine had the companies for several regiments its laws would not let them leave the State. Indeed, a bill for the purpose had been defeated during the Winter Session. The Legislature convened, and with rather better foresight than the United States Congress, authorized ten regiments to serve for two years.

These ten regiments were raised, officered and equipped by the State, and when complete mustered into the United States service. The first six were organized through the old militia organization, which had just recently been reduced to three divisions. The Third and Fourth Maine were raised in the Second Division in central Maine, where very few independent companies existed.

Hallowell contributed Company E to the Third Maine. The regiment was assembled at Augusta in late May and was organized May 28, mustered into service June 4, and left the State June 5. It was first provided with gray uniforms as all of the first six regiments were, but early in July, before Bull Run, exchanged them for the blue of the regular Army.

The Third Maine had a distinguished record of service. It and the Fourth were the first three year regiments from the State, and the two served together during most of the War. They began at Bull Run, where the Third lost eight men killed and twenty-nine wounded. It served through the Peninsula campaign under General Philip Kearney, who invented the division patch which has since developed into a historical-sartorial field of its own. Its major engagement there was at Fair Oaks, May 31, 1862, when it attacked a heavy battle line of Longstreet's Confederate division and drove it for a half a mile. Here it lost seventy-nine men, nearly a third of its strength present.

It was subsequently heavily engaged at Chantilly, Virginia, August 31, 1862, at Fredericksburg December 13, at Chancellorsville May 2 and 3, 1863, and at Gettysburg. At Gettysburg it had only two hundred men present. On the forenoon of July 2 it was sent south across the Emmitsburg road to investigate a woods to learn enemy intentions. It ran into a hot fire fight with three Alabama regiments (one the same unit it fought at Fair Oaks) and in a little less than a half hour lost forty-eight men. The regiment moved to the very angle of the Peach Orchard, where late in the afternoon it was attacked from both directions. Every man of the color guard was killed or wounded. Casualties were so heavy that less than a hundred men remained that night.

The regiment was in many small actions during the fall of 1863; and in May of 1864 was part of the great Army of the Potomac, in which Grant pushed in a great final offensive against Lee. On May 5 it lost 24 men at the Wilderness, and was almost constantly engaged until the day the regiment's three years' service was up. It won a battle honor for Coal Harbor on June 3, 1864, left for home the following day, and was mustered out June 28. About 175 were left of the original thousand mustered in three years before; nearly a third of those re-enlisted.

The Third Maine from nothing became an efficient, professional fighting force. It was a regiment which gave tone to the Army of the Potomac. It never performed badly; could always be relied upon; was often tested and never found wanting. It won a place on Fox's list of fighting regiments. It was a regiment of soldiers in the best sense of the word, "courageous, trained, disciplined, holding their reputations above their lives — men with a conscience about what they did, and a knowledge of what to do."

Hallowell did not furnish another company enlisted within her limits. After the first six Maine regiments were raised, the system for raising troops was changed. Regiments were raised at large. Many men went, but there were no further Hallowell units.



MAINE THIRD AND NEW YORK THIRTY-EIGHTH REGIMENTS.

- | | | |
|------------------------------------|-----------------------|-------------------|
| 1. Maine Third Encampment | 3. Leesburg Turnpike. | 5. Fort Ellsworth |
| 2. N. Y. Thirty-eighth Encampment. | 4. Shooter's Hill | 6. Potomac River |

Photographed by E. L. Wier, Sept. 8, 1861.

The long list of soldiers and sailors who enlisted from Hallowell is of men in many regiments and batteries of many grades. Some went in the first burst of enthusiastic patriotism; some went knowing the risks and hardships, but knowing too that their country needed soldiers, some went under the urging of the draft. But whether they went from ignorant emotion, from knowledgeable patriotism, from greed for bounty, or from inability to provide the cash or substitute equivalents of the draft, every Hallowell soldier knew that he was facing major risks: of death or injury from enemy action on a scale never before or since known to this nation.

Every soldier enlisted in a combat arm. Only chance could deliver him from meeting the enemy face to face.

The business of war made Hallowell's erstwhile child an important military post. Augusta, as the State capital was the seat of command, and the location of first

the training sites and then the hospitals and demobilization centers. The political division effected in 1797 prevented Hallowell from becoming more than just another town in the Civil War.

Just another town in those times, however, betokened a sacrifice of men and wealth to the national interest which has scarcely been known since. The residents of Hallowell joined many regiments — foot, horse and guns — until scarce a Maine regiment was not represented by one man from Hallowell. The City furnished over 220 men to the Army and Navy for varying terms of enlistment — a very respectable proportion of the male population in a town of 2,500.

Never did the town fail to meet the standards set it by State and Nation, the demands of draft, bounty, assistance or soldiers' families for simple hospitality. Every level of society met the challenge. Of the sons of Governor John Hubbard, Capt. John was killed at



Captain John Hubbard

Port Hudson only days before his intended marriage; Francis rose to be colonel of the Thirtieth Maine, a veteran regiment, and won a brevet as brigadier general at 26. So too, did many a laborer's family meet the challenge, and support itself on the thirteen dollars a month paid the Union private, many Hallowell men died, by disease or battle, a private or corporal, a sergeant, a company officer.

The men who served always knew that they had taken part in a great upswelling of patriotism. They knew that they had devoted themselves to a great cause; and because neighbors served together, they knew those who had failed and those who had successfully met the challenge. This ordeal marked the Civil War veteran in many ways. It was a great price to pay, but the Civil War brought the United States to maturity. The City of Hallowell did its full share in shedding adolescence.

The end of the Civil War found the United States with perhaps the most powerful fighting force on earth; and fortunately no enemy in sight. The westward migration raised Indian problems, but however important to those directly involved, the Indians were never a threat to the security of the nation.

The Federal Government, perhaps preoccupied with its problems in the South and the West, gave little thought to the organization of the militia. It returned to its pre-war policy of complaint about the inefficiency of the State militias, and complete refusal to accept any

responsibility for it. The matter was again left to the States.

The Maine militia was slow in reorganizing after the close of the Civil War; and when it was reorganized, its requirements for units were small. Hallowell was situated near Augusta, the capital city and so a natural location for a state military unit. Nothing like the old militia system was ever tried. With the small number of units in the State, there has never appeared a need for one located at Hallowell. Those men with interests in military matters joined the Augusta Units; and again we must seek the Hallowell's military glory in the brave deeds of individual citizens, not in the deeds of Hallowell units.

There are many reasons for the change — improved communications; ever-increasing control by the Federal Government of the resources of its people; the greater complexity of war; and a hundred others. But no longer is the town or city of importance in the organization of the nation for war. Even the State is of constantly decreasing importance. The people of a city are the same as ever they have been — and Hallowell's men have served well in every one of the nation's wars. But they do not serve in a Hallowell outfit.

This is not at all to say that the Hallowell men of today or of 1941, 1917 or 1898 are less patriotic, less courageous, less self-sacrificing than the men who enlisted in Company E of the Third Maine. It's only to say that Hallowell, as a political body, had little part in military history after 1865.

—Frank E. Southard, Jr.



Civil War Memorial in Hallowell Cemetery



